GONE BUT NOT FORGOTTEN • ABANDONED RAILROADS OF THURSTON COUNTY, WASHINGTON 2nd Edition by James Hannum M.D.

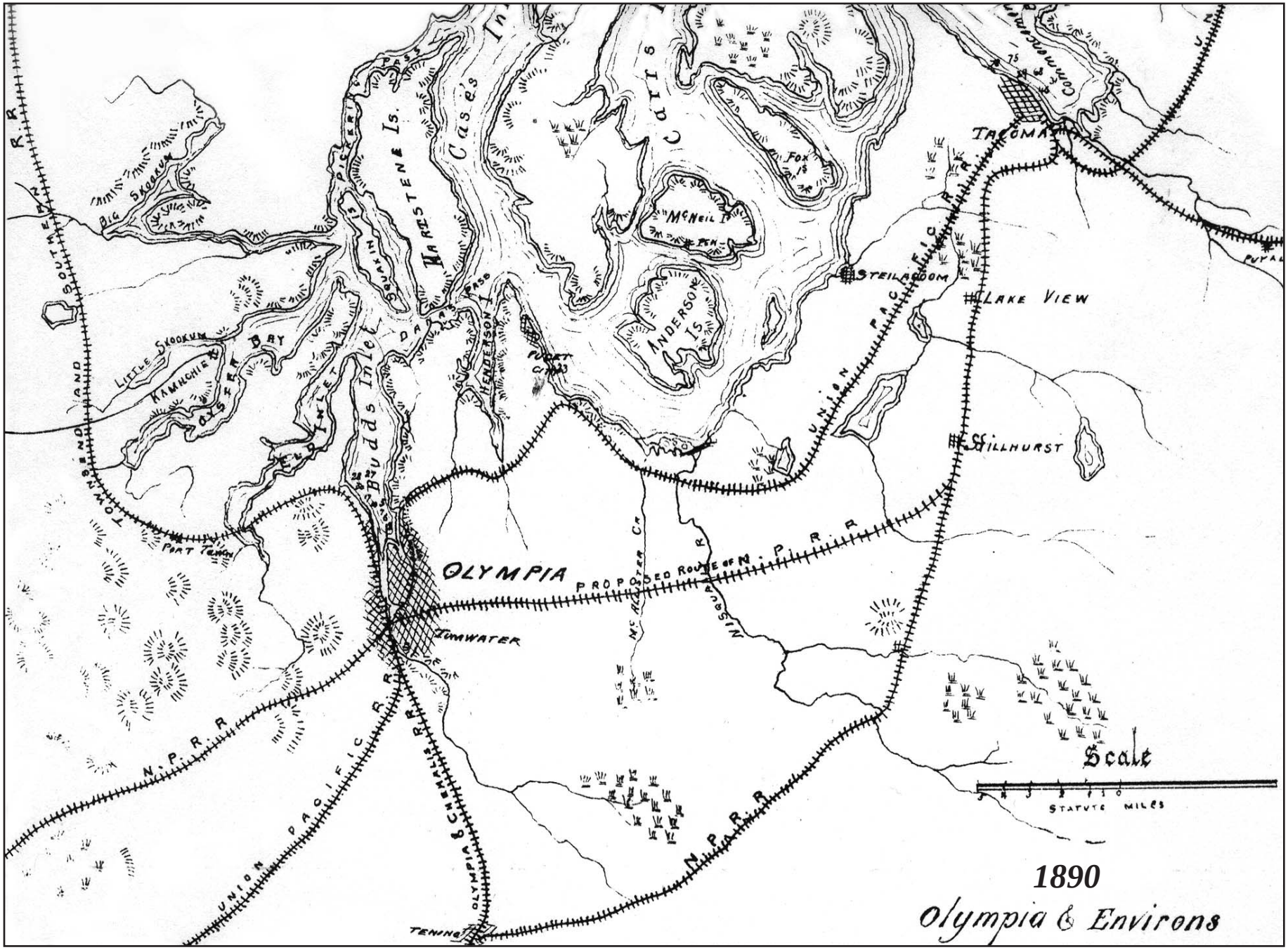
GONE

BUT NOT FORGOTTEN

ABANDONED RAILROADS OF THURSTON COUNTY, WASHINGTON

SECOND EDITION

by James Hannum M.D.
illustrated by Carol B. Hannum



1890

Olympia & Environs

GONE

BUT NOT FORGOTTEN

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Second Edition

by James S. Hannum, M. D.

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Hannum, James S., M. D.

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Abandoned Railroads of Thurston County, Washington

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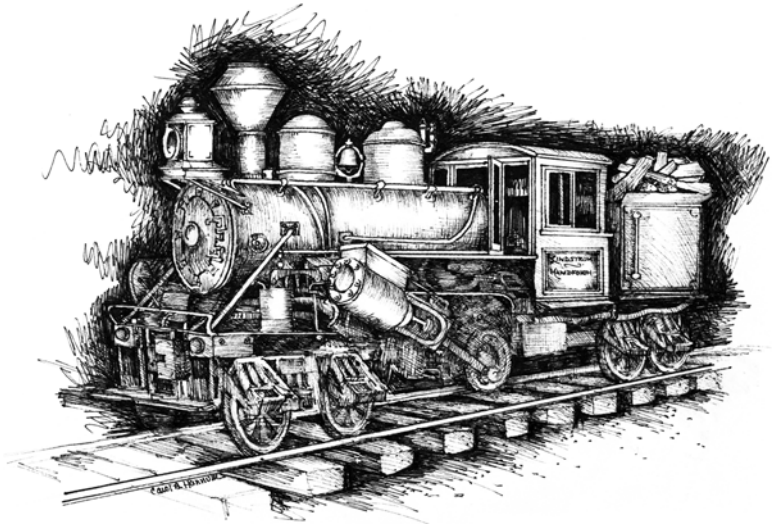
Cover illustration: 1888 view north across Percival Cove toward Percival's Point

Map opposite title page: from Whitham & Page's Map of Olympia and Surroundings, 1890

Back end-papers: Fred Saeger's Map of Olympia's Old Port

Proceeds from the sale of this book are donated to Providence St. Peter Foundation

To my father, M. Ray Hannum, M. D. From 1933 until 1973 he was a general practioner of medicine at Milan, Michigan. For thirty years he was also the local “Railroad Doc” for the Wabash Railroad. My interest in railroad history comes from experiences we had together.



Lindstrom-Handforth Lumber Company
Class B Climax Locomotive

Also by the Author:

Michigan Bridget: Discovering the Truth Behind the Legend

The Ann Arbor Railroad in 1967 (video)

The Earl and Arrell Families from Ireland to North America

The Ann Arbor Railroad-Abandoned Early Lines

South Puget Sound Railroad Mania

Delusions of Grandeur-The Olympia & Tenino Railroad

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Introduction

One sunny Saturday afternoon in the fall of 2000 I decided to try to find and follow the path taken by the long abandoned Port Townsend Southern Railroad, between Olympia and Tenino. After my arrival in Olympia in 1977, I occasionally noticed remnants of that line on the west side of Capitol Lake. I wondered if an interesting story might be contained in the history of that line. I was frustrated to find that there were few places where a person interested in that sort of history could find information about Olympia's first railroad. Viewing the materials available at the Olympia Timberland Library increased my interest and resulted in a decision to study of this topic thoroughly. What began as a short afternoon excursion gradually expanded. It resulted in a book about the demise of rail transportation in Thurston County. It became clear to me that Thurston County's railroad history was intertwined with many other aspects of local growth and development. Until the 1930s, trains were the most practical way for people to travel more than just a few miles. Most companies relied on railroads to conduct their business. In the twenty-first century, life is different. Transportation by truck and automobile has supplanted the railroad for most activities, except long distance freight movement and bulk commodity shipment. However, in the nineteenth and early twentieth centuries, railroads were an integral part of people's daily lives.

While accumulating data for the book, I was surprised to learn that a large number of logging railroads had existed in almost all parts of Thurston County. In the past century, virtually all non-mountainous parts of the county had been covered by a network of logging lines. It also became clear that while the mainline of a particular logging company tended to remain fixed, spurs originating from that mainline were in a constant state of flux. An attempt to show all parts of these railroads, over several years, would be inexact. Frequently, surveys, right-of-way maps, and details concerning abandonment were either lost, or in many cases, never existed. The Olympia & Chehalis Valley Railroad, predecessor of the Port Townsend Southern Railroad, was not a logging railroad, but it illustrates this point well. Poor's Manuel of Railroads, edition of 1890, noted that the track from Olympia to Tenino was sixteen miles long and had seven miles of logging spurs. The publication gave no clue as to the location of these spurs. The 1900 edition of Poor's book reported that the combined length of all spurs had shrunk to 1.82 miles. Noting these changes over time, the book will try to present the most permanent part of each railroad. In general, a red line on a map indicates an abandoned right-of-way. Thus, this publication can be used as a handbook for finding the location of bygone railroads, all of which played a significant role in the daily lives of Thurston County residents.

Numerous people helped with the research leading to this book and I am grateful to all. Thanks to Douglas Ashmore, Scott Barrett, Curtis Bush, Roger Countryman, Alvy Crimmins, Leonard Docherty, Morris Dodge, David Dragt, Albert Farrow, Don Fitch, Amanda Hackett, David Hastings, Earl Herness, Don Jenner, Jonathan Jensen, Dillard Jensen, Don Lovett, Megan Moholt, Norman Montgomery, Eric Murphy, Wallace Music, Dennis Pettit (Senior and Junior), Jerry Roland, Dale Rutledge, Fred Saeger, Jacob Scott, Milner Neil Shannon, David Shipley, Elizabeth Sjolund, Shanna Stevenson, Lanny Weaver, Warren Wing, and Carla Wulfsberg. In addition, special thanks are extended to R. Dale Jost, M. D. and Peter J. Replinger.

Introduction to the Second Edition

In the years following 2002, additional information about abandoned Thurston County railroads has been unearthed. New rail lines have been added. The Washington Southern Railway Company has been removed because evidence showed that it did not actually enter Thurston County. The railroads near Black Lake have been reorganized into a single integrated, chapter. Factual corrections have been made for several companies, and a major revision was necessary for the location of the Black Lake & Sherman Valley Railroad.

A significant observation helped to shape the Second Edition. In the 1880s, Mason and Thurston Counties were similar in most respects, regardless of the fact that Olympia would become the State Capitol in 1889. The subsequent history of Mason County was dominated by the timber industry. However, logging in Thurston County was merely one of a number of enterprises which vied for public attention. In the twenty-first century, memories have dimmed of Thurston County's railroad logging in the 1880s. With that in mind, preparation of the Second Edition placed special emphasis on gathering details related to the operation and specific location of this county's earliest railroads.

While the Olympia & Chehalis Valley Railroad fits into the category of early railroads, a previous book, Delusions of Grandeur, the Olympia & Tenino Railroad, presented most of the significant data I have found regarding that line. On the other hand, the First Edition of Gone But Not Forgotten, Abandoned Railroads of Thurston County, Washington contained scanty information about the location of the Olympia & Mt. Rainier Railroad and nothing at all concerning a line James McIntosh operated in conjunction with the Tacoma Mill Company. In addition to filling this void, the Second Edition will provide some details of the Port Blakely Mill Company's rail operation and terminal in the region of modern Priest Point Park.

New contributors to the Second Edition include Peter Beaton, Mark Blake, John Blankenship, Charles C. Boyd, Otis Cavness, Glen Comstock, Dale Croes, Ted Curphey, Cornelius Doelman, Brian Ferris, Manley W. Goodwin, Karyl Groenveld, Donald Huston, Louie Mackey, Chester Maxwell, Henry Nimmer, Douglas Popwell II, Mr. and Mrs. Tim Ridley, Judith Upton, and Gene Zimmerman. Thanks to all!

James S. Hannum, M. D.

1

Chicago, Milwaukee, St. Paul & Pacific Railroad

The Chicago, Milwaukee, St. Paul & Pacific Railroad was commonly known as The Milwaukee Road. Since its demise in 1980, it has become a sentimental favorite of rail historians in both Thurston County and Washington State. The majority of this line, as it crosses Thurston County from McKenna to Centralia via Maytown, remains in service. When The Milwaukee Road ceased operating in Washington, the Chehalis Western Railroad, a subsidiary of the Weyerhaeuser Company, assumed control of what remained of the Milwaukee right-of-way in Thurston County. Ironically, the Chehalis Western subsequently abandoned its original Thurston County mainline, from Woodard Bay to Vail, and thereafter was represented only by former Milwaukee track. In November, 1998, ownership of those rails passed to Tacoma Rail, a division of Tacoma Public Utilities. They are now part of Tacoma Rail's Mountain Division.

Chicago, Milwaukee & St. Paul Railway Company-History of the Construction of the Lines West of Mobridge, South Dakota, by Valuation Sections and Subsidiary Companies provides a concise picture of the construction of the Thurston County portion of the railroad. Pages 146-149 contains useful information about the Valuation Section designated as "Washington 11," comprising the track between McKenna and Helsing Junction. The length of this segment was approximately 34 miles. Milepost 0 was at McKenna. Specifically, the book mentions that:

"In addition to the main line track on this Valuation Section, several short and three important industrial spurs were built. The three important spurs are the Johnson Creek Spur, which is about three and one-half miles long and leaves the main line in Mile Eight; the Gregory Mill Spur, which is about five miles long and leaves the main line at Gregory in Mile Fifteen; and the Bordeaux Spur, which is about one and one-half miles long and leaves the main line at Mumby."

"Surveys for this line were made between May, 1908 and May, 1909 . . . Grading was commenced in June, 1909 and completed in March, 1910 . . . The Johnson

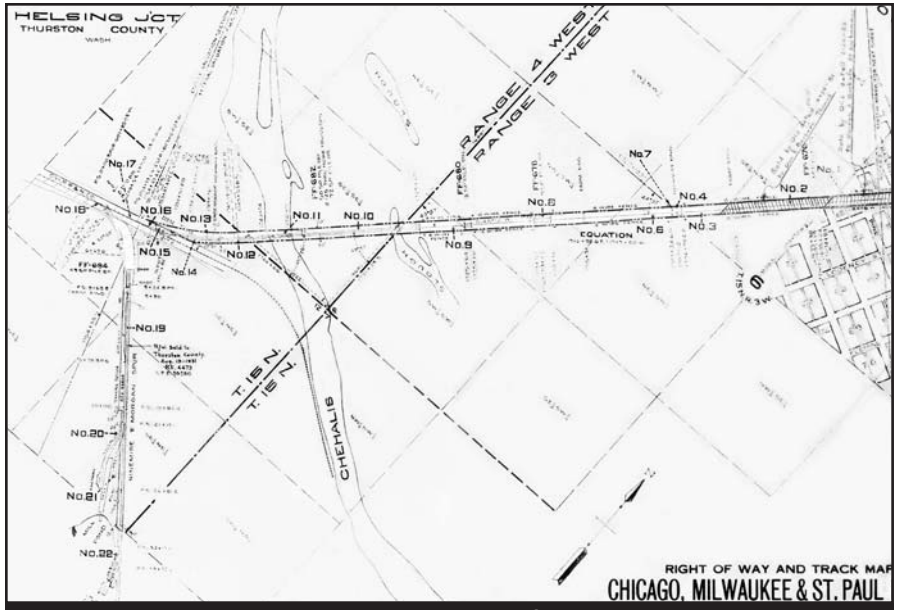


Figure 1-1 1917 Valuation Map of Helsing Junction, WA

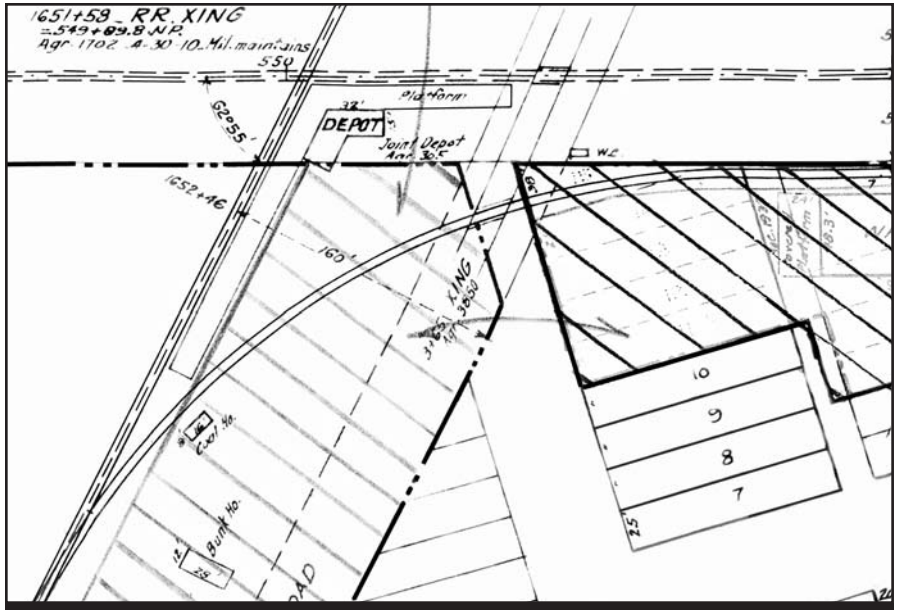
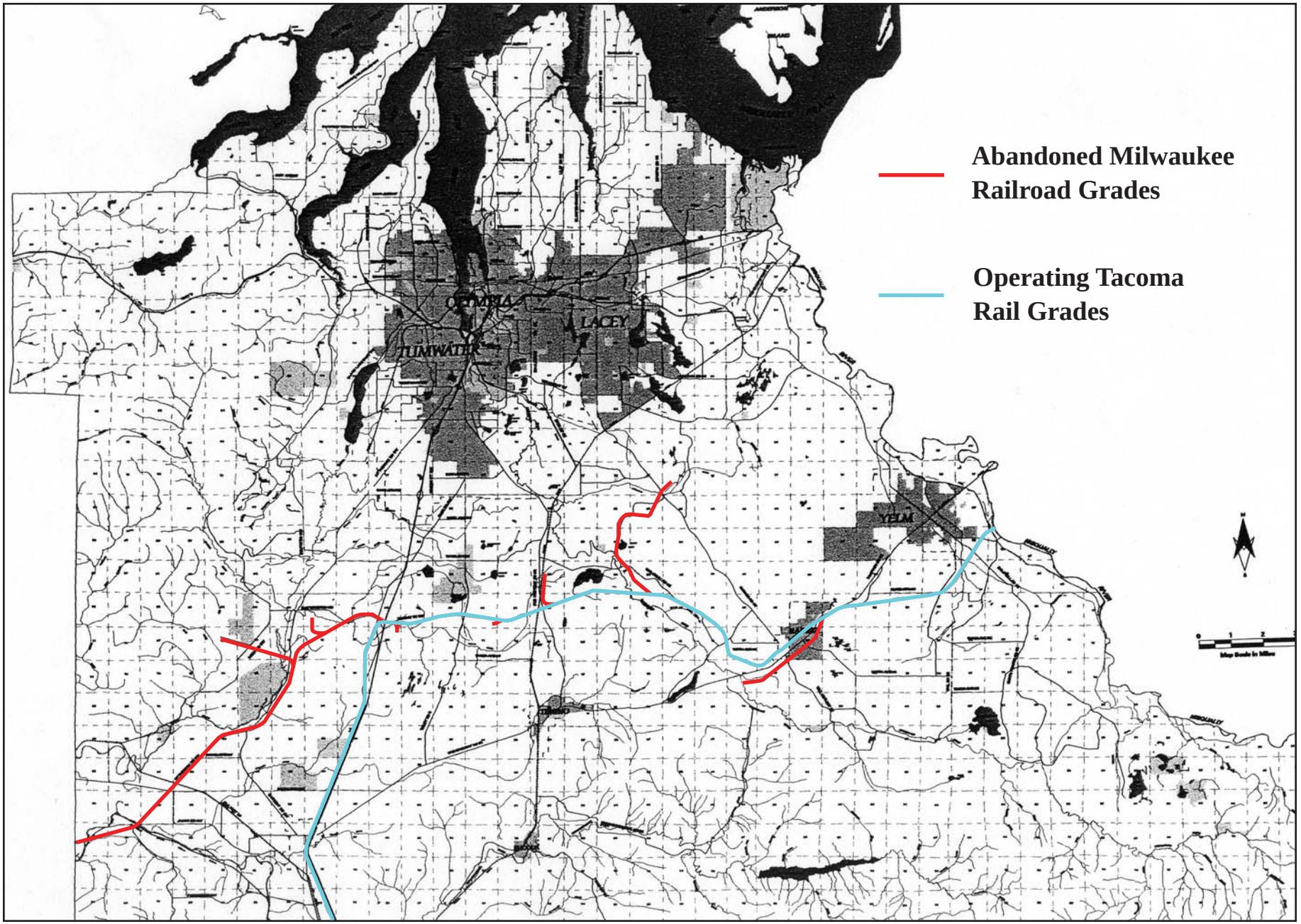


Figure 1-2 Depot at Rochester, WA



Route Map of the Chicago, Milwaukee, St. Paul & Pacific Railroad

Creek Spur was constructed in 1910 . . . The Gregory [Mill] Spur (and also the Bordeaux Spur) was built in 1911 . . . Track laying began on November 24th, 1909 and was completed on June 15th, 1910 . . . Depots were built at Rainier, Maytown and Rochester, the one at the last named point being used jointly with the Northern Pacific. A permanent water station was built at Offutt, supply being obtained in Offutt Lake and pumped through a long pipe."

Beginning in 1913, the railroad built an additional line south from Maytown. It passed through Centralia and Chehalis before terminating at Raymond. Construction was under the name of the Puget Sound & Willapa Harbor Railway, which also served as a Valuation Section designation for that segment of track. Pages 163-167 of the publication quoted below are devoted to the Puget Sound & Willapa Harbor Railway.

"Seven distinct reconnaissance surveys were made, the first in September, 1910, and the last in June, 1913 . . . The preliminary and location surveys were made between March and August, 1913 . . . The grading work from Maytown to Chehalis was fairly light . . . About four miles of this section was [sic] built on an old UP grade, which had been previously constructed and required considerable regrading and dressing up . . . Track was laid from Maytown to Doty in the summer and fall of 1914, and was finished into Raymond in the summer of 1915 . . . Until December 31st, 1918, the Puget Sound & Willapa Harbor Railway was operated as a separate organization with the C. M. & St. P. Ry. Co. owning all of the outstanding stock. On that date, the railway, property and franchises of the Puget Sound & Willapa Harbor Railway Company were conveyed to the Chicago, Milwaukee & St. Paul Railway Company and it is now operated as part of the Coast Division."

The Milwaukee Road began construction of its Pacific Division in 1906. This was welcome news for the population of Thurston County. Before 1910, the Northern Pacific was the county's only transcontinental railroad. Many residents remembered and continued to resent the fact that the latter line had selected Tacoma as its Puget Sound terminal in the 1870s. After the new line was placed in operation, numerous businesses opened along its right-of-way. Among these were several lumber companies with their own railroads.

Unfortunately, the Chicago, Milwaukee and St. Paul Railway Company became insolvent in 1925. Reorganization was finalized in January, 1928 when the company emerged from bankruptcy as the Chicago, Milwaukee, St. Paul & Pacific Railroad. The Gregory Mill Spur and the Johnson Creek Spur were abandoned during the 1920s. The former spur carried no significant traffic after the Fir Tree Lumber Company closed, prior to 1928. At the time the latter spur was built, it ended at a connection with the Johnson Creek Lumber Company Railroad. The junction point was at a bridge over the Deschutes River. All residual portions of the Johnson Creek Spur were removed in 1928 under Milwaukee Railroad AFE # 28620. The Bordeaux Spur remained active until the Mason County Logging Company closed down c. 1941.

The portion of the railroad between Maytown and Helsing Junction was abandoned in 1978. Beginning in 1910, the track between Helsing Junction and South Aberdeen was a joint operation of the Milwaukee and the Union Pacific Railroads. Beyond Aberdeen, the Milwaukee Road continued independently to a terminal in Hoquiam. No Milwaukee trains used this shared line after the Maytown to Helsing Junction segment of the Milwaukee Road was abandoned in 1978. The Union Pacific itself abandoned the previously joint track, west of Helsing Junction, in 1987.

The illustration on page 4 features the passenger depot at Independence. The view is toward the east. Although this station was built and owned by the Union Pacific, it was also used by the Milwaukee. Figure 1-1 is a Milwaukee Railroad Valuation Map which includes Helsing Junction. Union Pacific track is designated as "O. W. R. R. & N. C." The spur to the Ninemire & Morgan Lumber Company is also

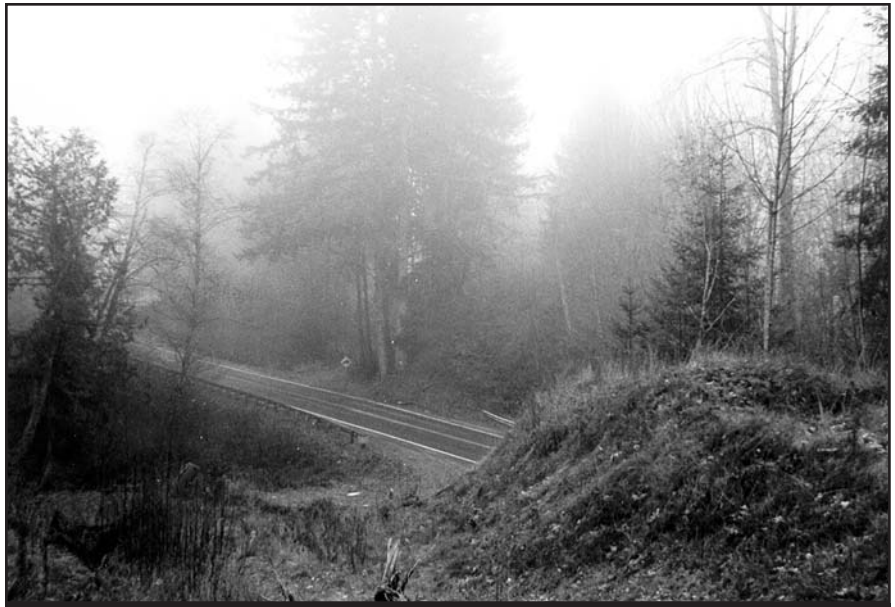


Figure 1-3 Bridge Abutments at Littlerock Road

Independence Station, Joint Use by the Milwaukee Road and the Union Pacific Railroad, Independence, Washington

Chicago, Milwaukee, St. Paul & Pacific Railroad

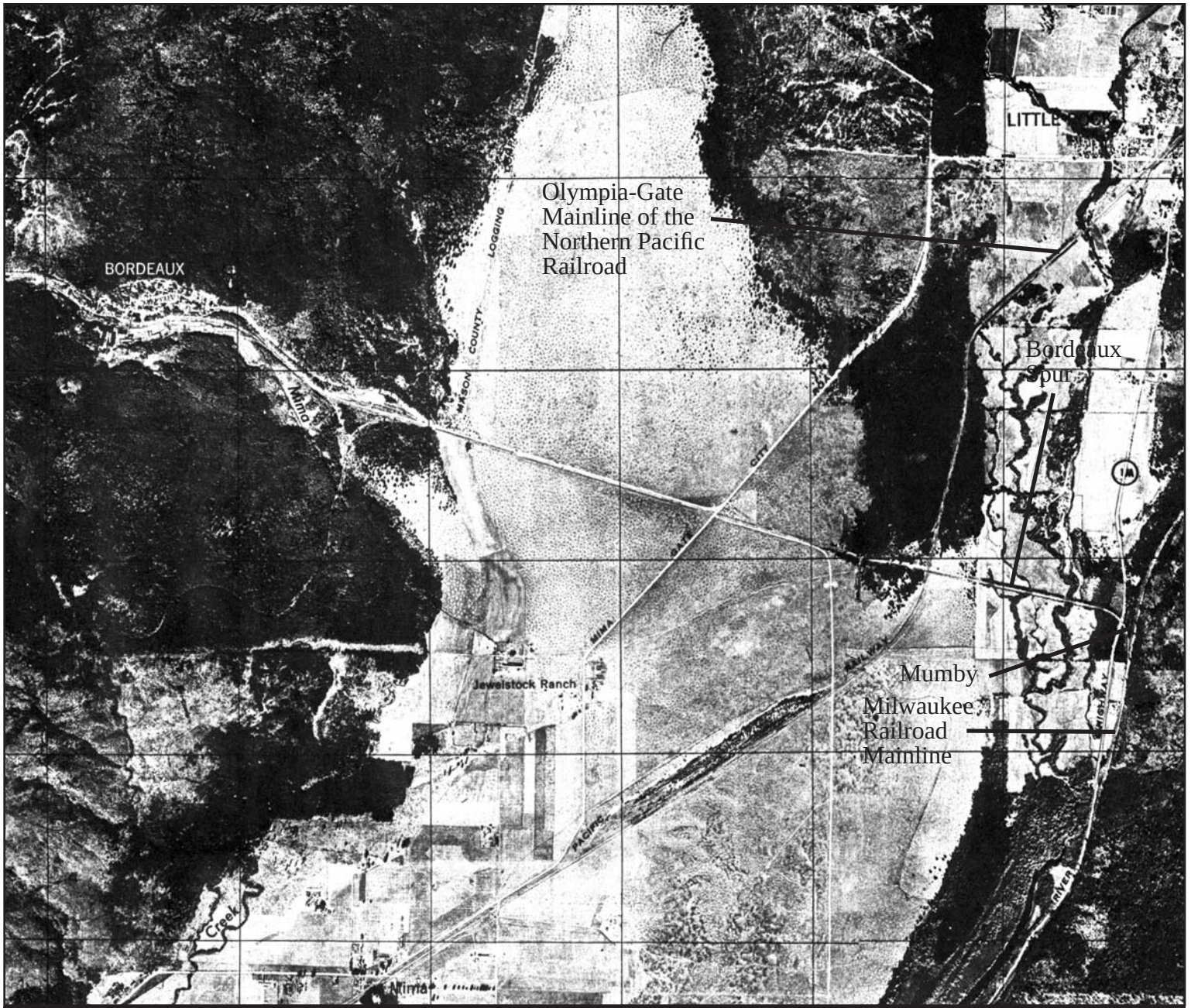


Figure 1-4 1944 Aerial Photograph of the Region North of Rochester, WA

Chicago, Milwaukee, St. Paul & Pacific Railroad

Figure 1-5 1999 View SW from 13508 Erskine Road

Figure 1-7 Post-1980 View E at I-5 Bridge near Maytown

Figure 1-6 1999 View Southwest from Maytown Road

Figure 1-8 1999 View West at I-5 Bridge near Maytown

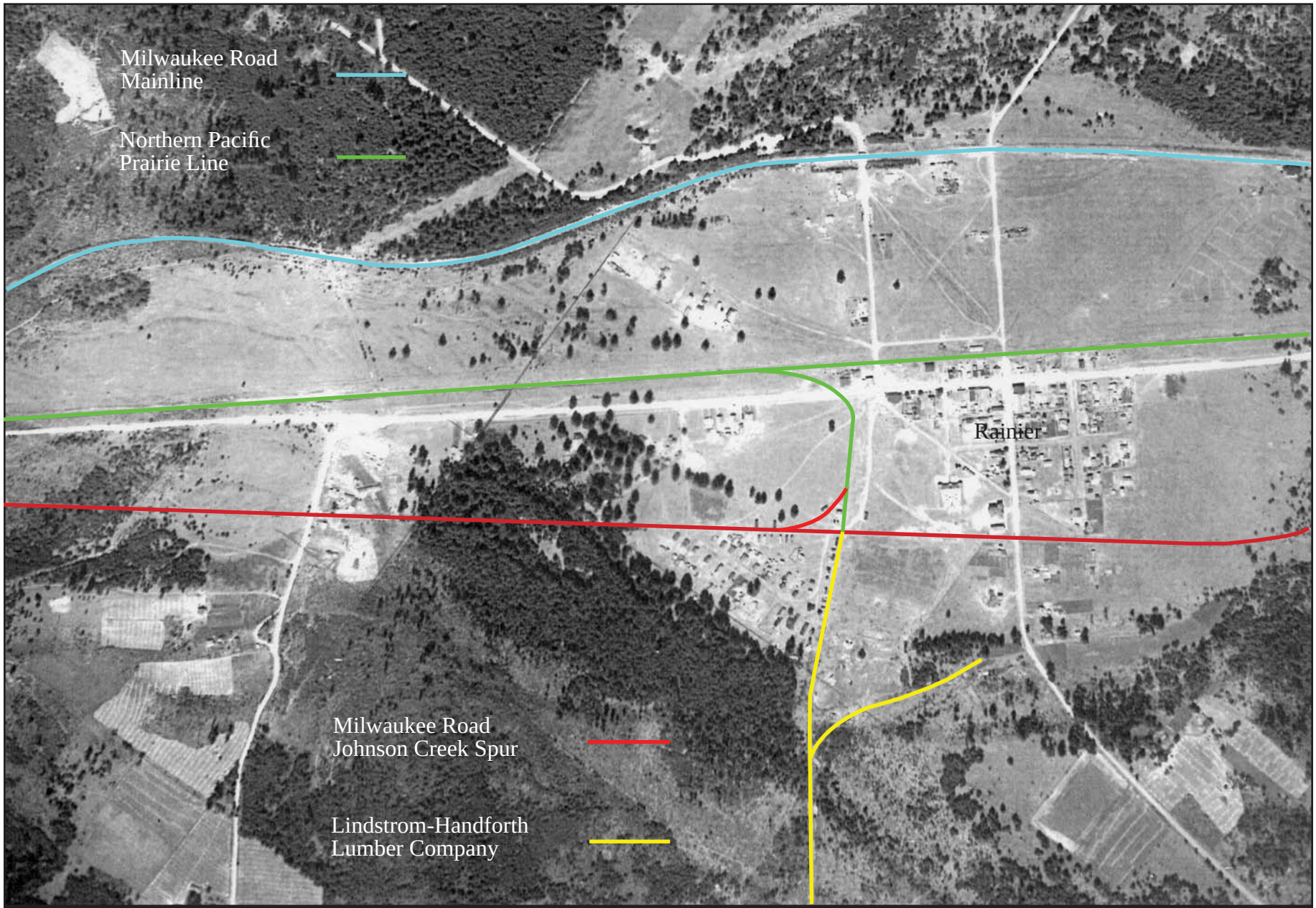


Figure 1-9 Active and Abandoned Railroads Near Rainier, Washington (Displayed on 1936 Aerial Photograph)

visible. In addition to the depot at Independence, a tiny Union Pacific station was located precisely at the confluence of the two railroads, at Helsing Junction.

South of Rochester, the place where the Milwaukee Road mainline crossed Highway 12 is still easy to find. In downtown Rochester, Figure 1-2 indicates the position of the Milwaukee depot and platform, at the north end of Bend Street. Between Rochester and Mumby, the line bridged over Littlerock Road at the location seen in Figure 1-3. This photograph looks south, past the north abutment of the long ago removed bridge. Figure 1-4 comes from a 1944 Army Corps of Engineers aerial photograph of the territory between Rochester and Maytown. Littlerock, Bordeaux and Mumby are visible, as well as the spur between Mumby and the Mason County Logging Company at Bordeaux. From Mumby, the line curved to the northeast. Figure 1-5 is a view southwest at 13508 Erskine Road. Farther northeast the right-of-way crossed Maytown Road, where Figure 1-6 was made facing southwest.

Figure 1-7 is a photograph from the collection of Peter J. Replinger. The view is east, under the Interstate 5 bridge at Maytown. It was made after the Chehalis Western began to operate this track. Figure 1-8 is a picture taken c. 1999. It is a view west toward the same bridge. The track on the far right had been the origin for the abandoned line to Helsing Junction, and was no longer in use.

Various abandoned grades at Rainier are displayed in Figure 1-9. The background aerial photograph was made in 1936. At the present time, the former Milwaukee mainline is operated by Tacoma Rail. The Johnson Creek Spur, the Northern Pacific's Prairie Line and rails associated with the Lindstrom-Handforth Lumber Company are all memories.

Fortunately, the former Milwaukee Road's McKenna-Maytown and Maytown-Centralia lines remain operational. Figure 1-10 was made in 1999. The photograph was taken from Highway 12, immediately west of the place where that road interchanges with Interstate 5, near the southern border of Thurston County. Two Tacoma Rail locomotives awaited assignment on a surviving part of the old Milwaukee Road.

Figure 1-10 1999 View East from Highway 12

2
Northern Pacific Railroad

The Northern Pacific was the first common carrier railroad in Thurston County. It was chartered by the U. S. Congress in 1864 as the Northern Pacific Railroad Company. It operated under that name until reorganized in 1896 as the Northern Pacific Railway Company. Within this county, the line can be divided conveniently into five distinct segments. Segment 1, the Mendota Branch, originated at Wabash, in Lewis County, and had a relatively short course in Thurston County. Segment 2 is still operational and comprises the Burlington Northern-Santa Fe mainline from the southern border of Thurston County, near Bucoda, to Tenino. Segment 3 was known as the Prairie Line. It extended from Tenino to the Nisqually River, via Rainier and Yelm. Segment 4, from Tenino to the Nisqually River, via East Olympia, remains an active rail line and is part of the BN-SF Point Defiance Line. Segment 5, the Tacoma, Olympia & Grays Harbor Railroad, completed its Thurston County building program in 1891. It entered the northern boundary of the county at the Nisqually River and stretched southwest through Olympia and Gate. It terminated in Grays Harbor County at Ocosta. An additional portion of Segment 5 originated in Centralia and travelled northwest to Gate. The Tacoma, Olympia & Grays Harbor Railroad was absorbed into the Northern Pacific system in 1898.

Segment 1, the Mendota Branch, left the Northern Pacific mainline at Wabash, located in northern Lewis County. Near Wabash it ran alongside the Tono Branch of the Union Pacific Railroad. Both branches headed northeast to enter Thurston County, with the Mendota Branch on the east side of the Union Pacific grade. Both rights-of-way are visible in Figure 43-15, on page 370. Specifying the exact chain of ownership for the Mendota Branch, over the years it existed, can seem confusing. Technically, this Northern Pacific branch line was built as the Centralia Eastern Railroad and was financed and owned by the Mendota Coal & Coke Company. However, its operation was integrated with the Northern Pacific. The coal mine at Mendota went into production in 1908, suggesting that the railroad was completed by that time. The branch line was leased by the Northern Pacific to the Eastern Railway & Lumber Company in 1929. Before that date, the Union Lumber Company's Hannaford Creek Logging Company operated its own separate logging railroad, tributary to the Mendota Branch, within Lewis County. See Chapter 43 for details about the post-1929 history of the track used by the Hannaford Creek Logging Company. Rails were finally removed from all of Segment 1 in 1951.

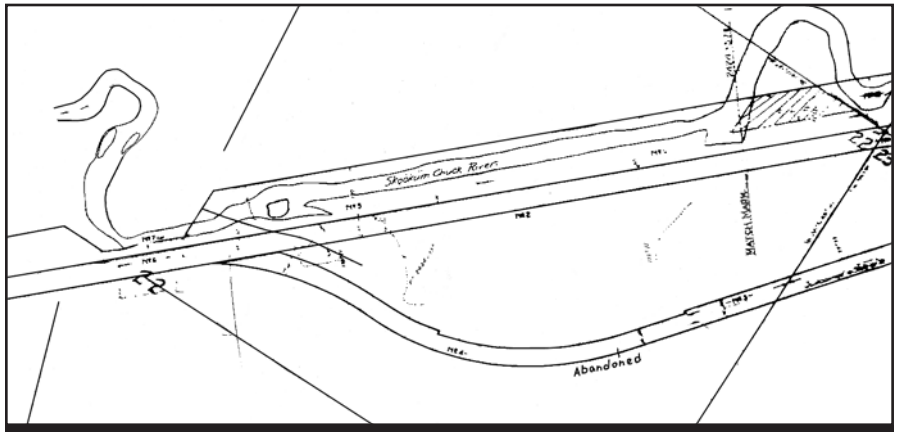


Figure 2-1 Abandonment between Wabash and Bucoda

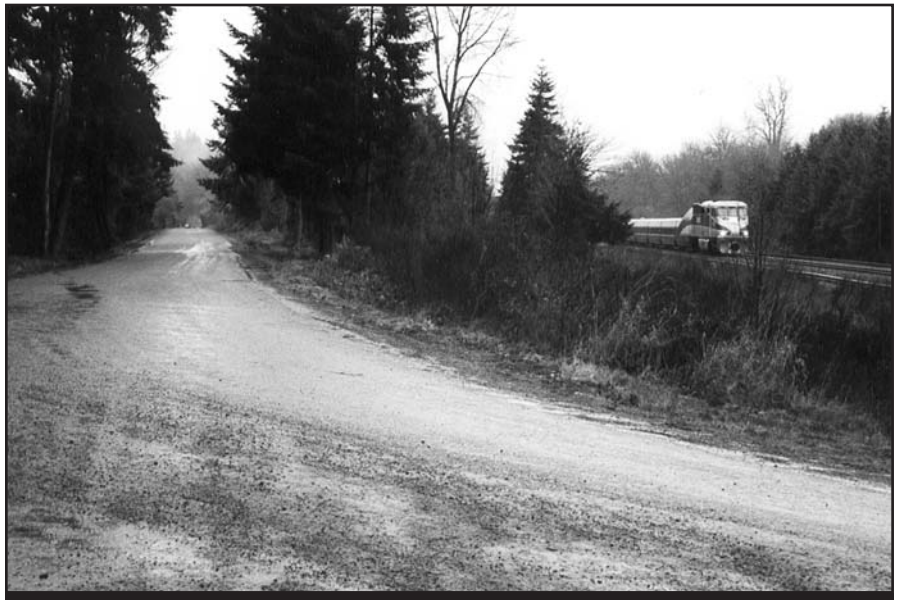
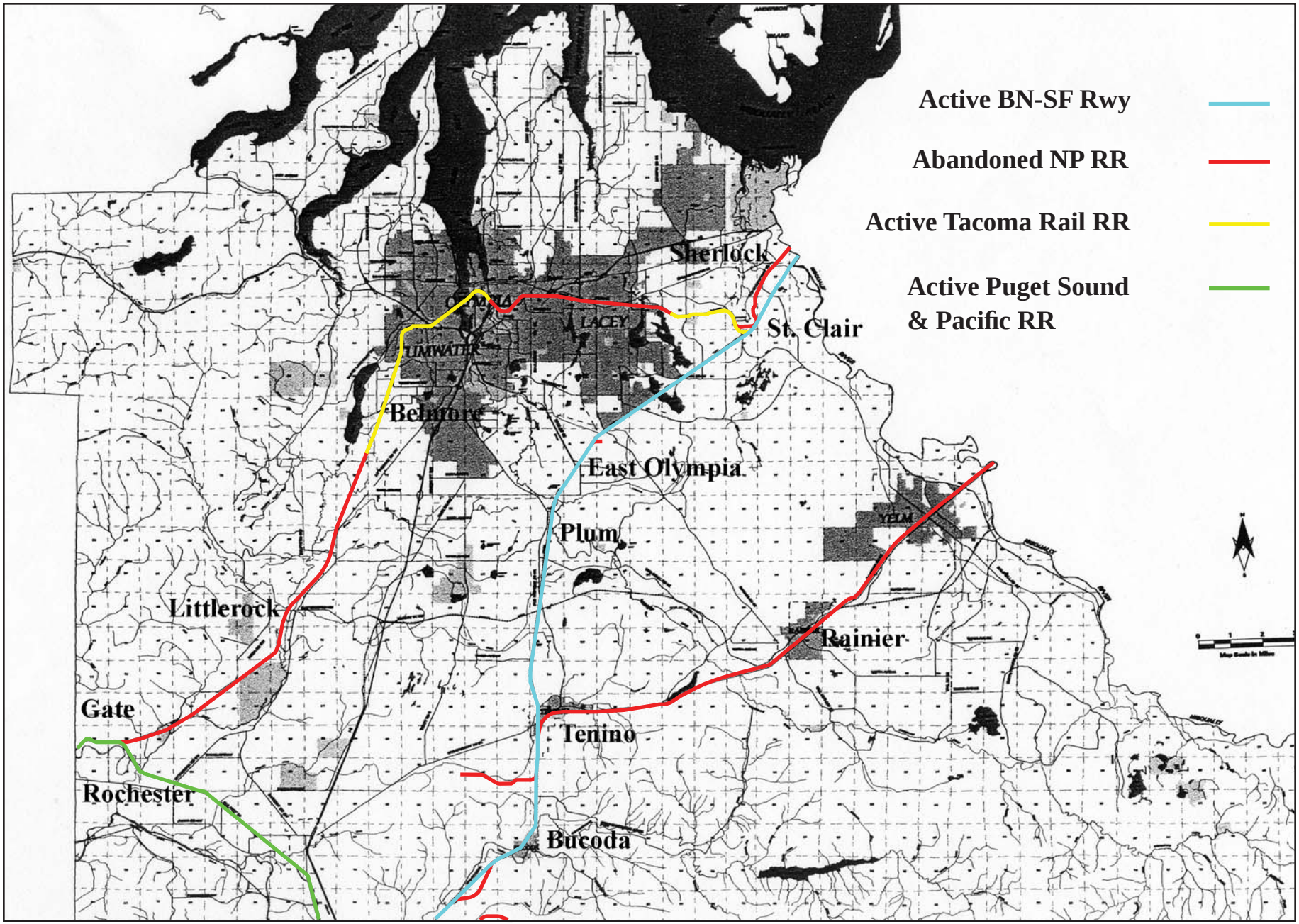


Figure 2-2 2001 View South along Grade Street



Route Map of the Northern Pacific Railroad

Figure 2-3 1927 View South at Bucoda

Northern Pacific Railroad

Segment 2 was constructed in 1872. It is currently owned by the Burlington Northern-Santa Fe Railroad. As part of the primary north-south mainline on the West Coast, it carries heavy traffic. Under operating agreements, the Union Pacific Railroad and Amtrak also use this line, which hosted 40-50 trains per day in 2011.

A second track was added c. 1912 in conjunction with construction of the Point Defiance Line. A small portion of the original line was abandoned when some of the right-of-way between Wabash and Bucoda was straightened. This achieved a more favorable grade along the Skookumchuck River, in Sections 22 and 14 of Township 15 North, Range 2 West. Figure 2-1 is part of a Northern Pacific construction map demonstrating the change. Appropriately, the abandoned grade has now become Grade Street. It may be visited by turning east on Conner Road from Highway 507, south of Bucoda. Figure 2-2 is a photograph of the view south from the north end of Grade Street. The reconfigured mainline on the right.

Farther north, at Bucoda, Figure 2-3 comes from a Northern Pacific Railroad Joint Facilities Book. It and all following Joint Facilities pictures in this chapter were provided by Brian Ferris, from the collection of Jim Frederickson. The view is south at Bucoda in September, 1927. The depot in the center of the photograph is gone now. The larger building on the far left is still standing. The locomotive visible in the distance was probably switching cars for the Mutual Lumber Company, which was located on the left side of the picture.

Between Bucoda and Tenino, a Northern Pacific spur served the Great Western Coal Development and Mining Company mine. The coal company built the spur on a right-of-way leased from the Northern Pacific in 1903. The Great Western Coal Company was insolvent in 1908 and was sold at a sheriff's sale. The rails were removed in 1911, but then re-laid by the Northern Pacific, in 1913, in order to establish service for the Badger Lumber Company. With the closure of the latter company in 1919, the spur was removed permanently. Figure 8-3, on page 93, presents a detailed map of this spur in the chapter devoted to the Badger Lumber Company. Facing northeast, Figure 2-4 demonstrates the elevated grade of the Great Western Coal Company Spur as it appears at 2400 180th Avenue.

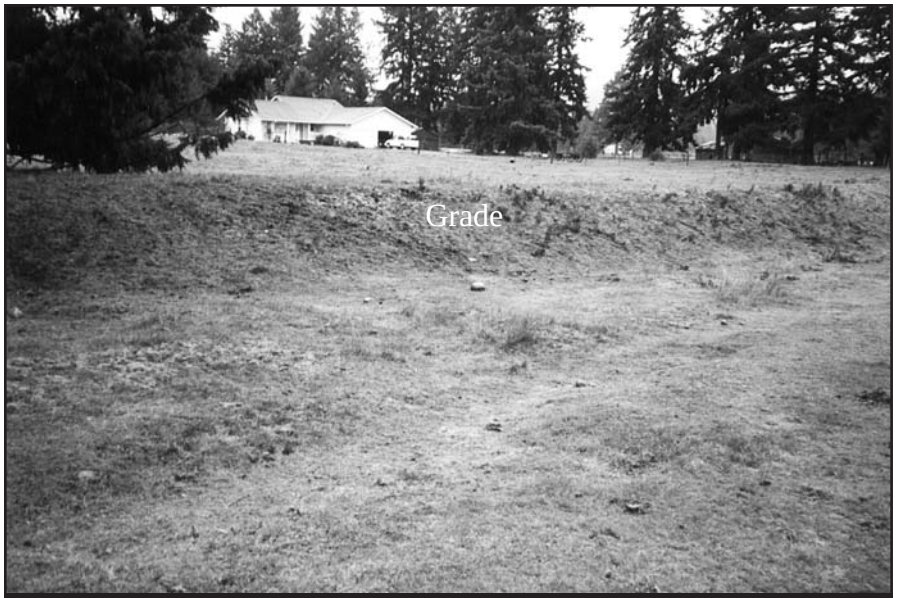


Figure 2-4 2000 Great Western Coal Company Spur

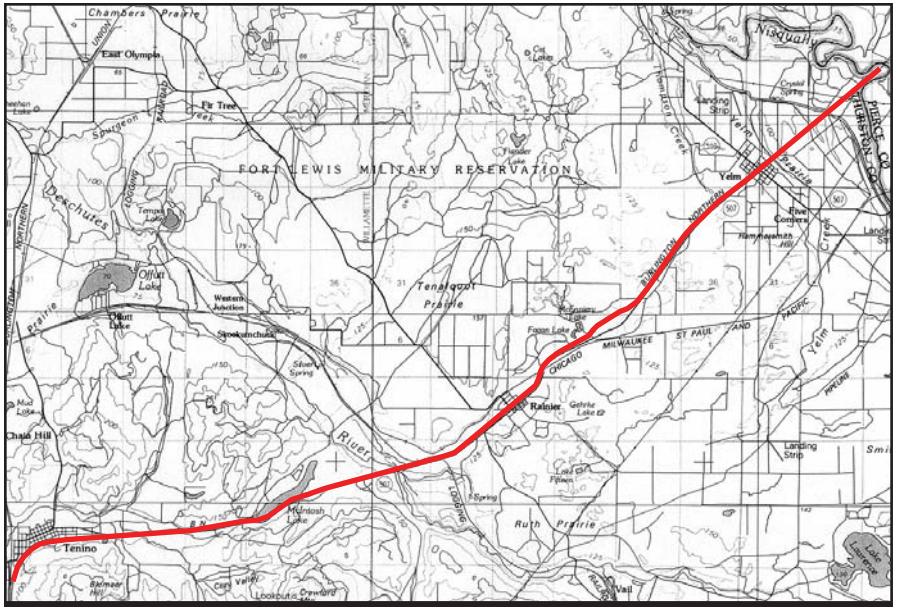


Figure 2-5 Abandoned Northern Pacific RR Prairie Line

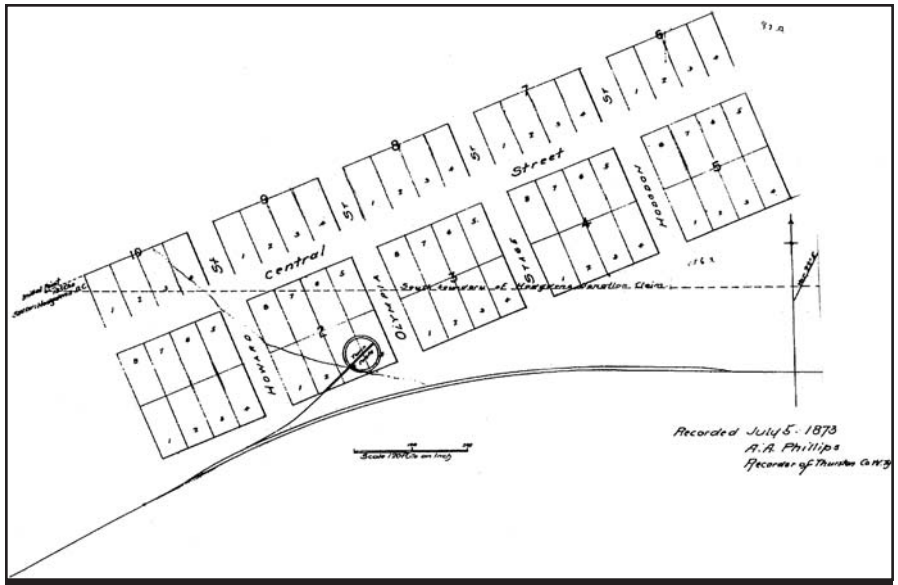


Figure 2-6 1873 Plat Map of Tenino

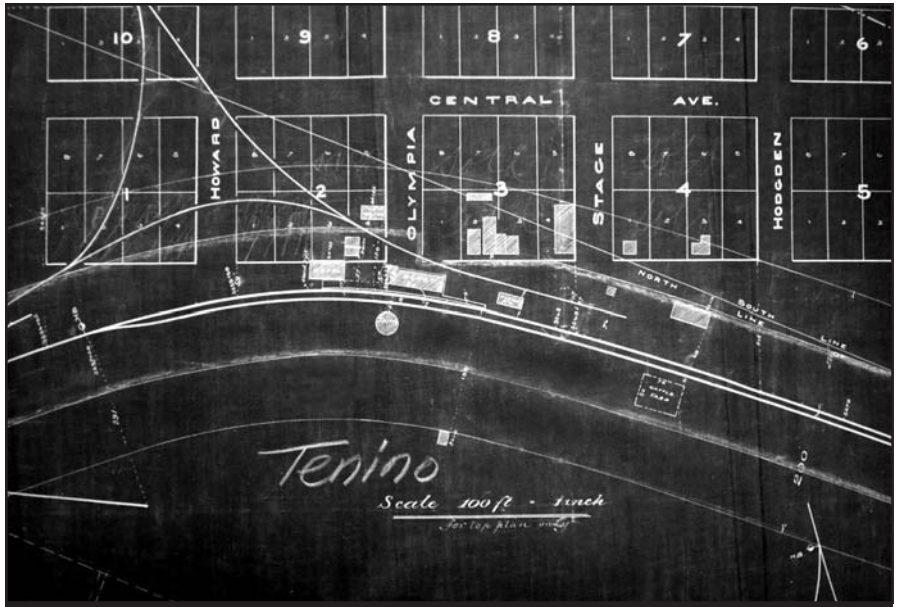


Figure 2-7 1880s Track Plan at Tenino

Segment 3 was part of the Northern Pacific's Prairie Line between Tenino and Tacoma. The Thurston County portion is featured in Figure 2-5 and is entirely abandoned. The Prairie Line was part of the original Northern Pacific single track mainline built from Kalama to Tacoma. When the gandy dancers reached Tenino in October, 1872, work was halted for the winter. Work resumed in the spring of 1873. Later that year construction reached Tacoma, which had only recently been selected as the railroad's Puget Sound terminal. Figure 2-6 reproduces an 1873 plat map of Tenino. A turntable was needed there during the short time when Tenino was the northern end of the railroad. The turntable was gone in the 1880s, when Tenino's first Northern Pacific Station stood at the place where Park and Olympia Streets intersect. This structure is visible in the diagram shown by Figure 2-7. The depot building, on the far right, is seen from the Northern Pacific side in Figure 2-8, a circa 1883 photograph courtesy of the Tenino Depot Museum. On the back side of the building was a platform used by passengers travelling on the Olympia & Chehalis Valley Railroad, which shared the station. Figure 2-9, courtesy of the University of Washington Digital Archive, is an 1885 view of the rear of the station. A passenger train of the O & C V Railroad is preparing to depart for Olympia. Figure 2-10, courtesy of Ed Echtle, superimposes Figure 2-7 over a modern aerial photograph of Tenino. The first Tenino Station was long gone when Figure 2-11 was created. It is a post-1917 Northern Pacific Valuation Map which shows nothing but a wagon road where the earliest depot had been. Figure 2-12 is a modern photograph of the spot where the structure stood. It occupied the approximate position of the tallest utility pole.

The Northern Pacific built a new station at Tenino in 1890. It was also used by the Port Townsend Southern, the successor to the narrow-gauge Olympia & Chehalis Valley Railroad. The Port Townsend Southern widened the pre-existing right-of-way to standard gauge and thus, was able to interchange cars with the Northern Pacific at Tenino. This new track plan made it logical to place the passenger station

Figure 2-8 Circa 1883 View of First Northern Pacific Station at Tenino (Right) and Billy Huston Hotel (Left)

Figure 2-9 1885 Rear View of 1st NP Station at Tenino

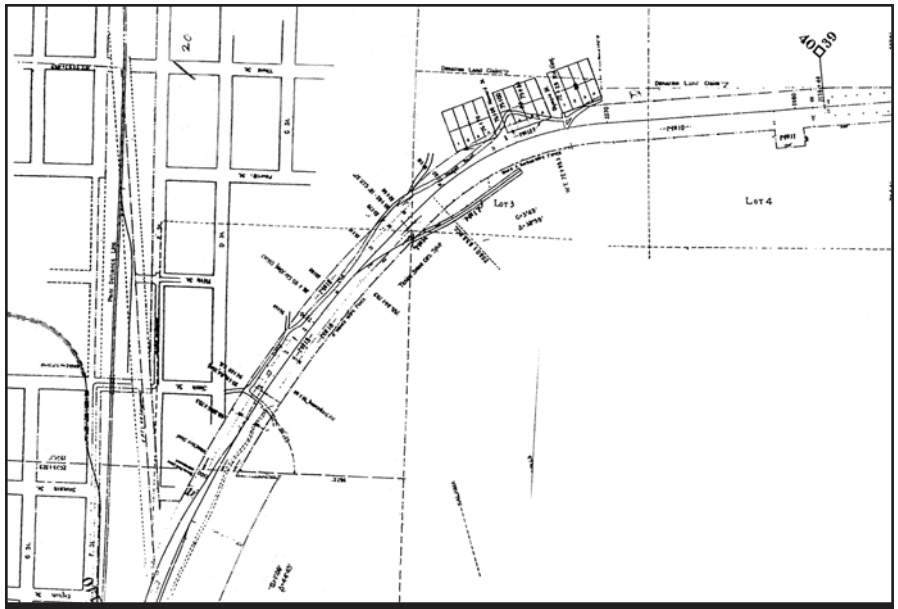


Figure 2-11 Post-1917 Track Plan at Tenino

Figure 2-10 1st NP Station at Tenino on Aerial Photo

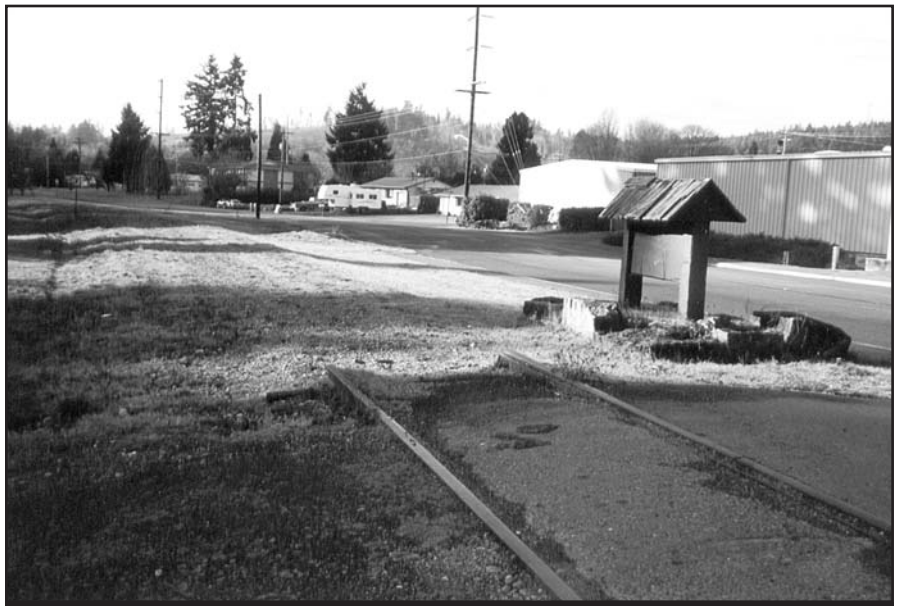


Figure 2-12 2001 View W at Site of 1st Tenino Station

Figure 2-13 1928 View West, 2nd Tenino NP Station

at a location southwest of the site where the original depot stood. The result was a new two-story structure designated as West Tenino. It was built using a stock Northern Pacific plan and was similar to stations constructed at Gate and Lacey. It can be seen in Figure 2-13, from a Joint Facilities Book. Figure 2-14 is an early Northern Pacific map. It is a compilation of the grades in use around Tenino at various times prior to construction of the Point Defiance Line. Figure 2-15 also comes from a Joint Facilities Book. The view is northeast, with the West Tenino Station identified as "A." On the back side of the station was a loading dock which still existed in the year 2000 and is visible in Figure 2-16. The West Tenino Station building was removed in 1963 under Northern Pacific Railroad AFE 111-C-63.

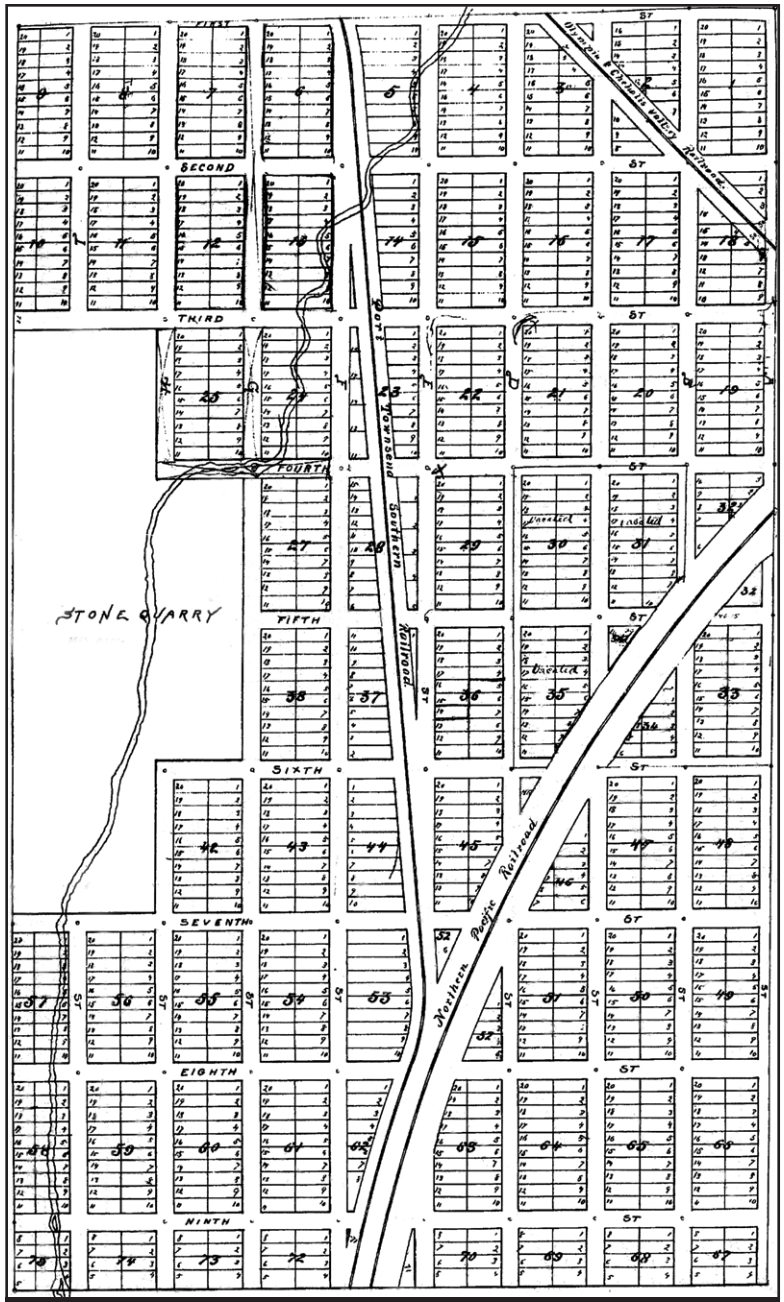


Figure 2-14 Various Pre-1912 Grades at Tenino

Figure 2-15 1928 West Tenino, 2nd Tenino NP Station (A), Prairie Line (R) and Pt. Defiance Line (L)

Northern Pacific Railroad

Figure 2-16 2000 Remnant of 2nd Tenino NP Station

Figure 2-18 1928 View West, NP Station at Rainier (A)

Figure 2-17 1928 View NE, NP Station at Rainier (A)

Northeast of Tenino is the Village of Rainier, where a single-story depot served the community. The structure was located on the northwest side of the mainline, immediately southwest of Center Street. Figure 2-17 is a Joint Facilities photograph showing the view northeast, across Minnesota Street. The station is identified as "A." Figure 2-18 is another view of the building, facing west. At Yelm, a smaller single-story station was located southwest of Yelm Avenue, on the west side of the mainline. Figure 2-19 looks northeast toward Yelm, with the station identified as "A." Below and to the right of the visible semaphore, a car can be seen entering the Yelm Avenue crossing. Figure 2-20 is a view looking north toward the depot. Figure 2-21 is a view northeast, over Yelm Avenue. It was made immediately northeast of the station.

Figure 2-19 1928 View Northeast toward NP Station at Yelm (A)

Northern Pacific Railroad

Figure 2-20 1928 View North, NP Station at Yelm (A)

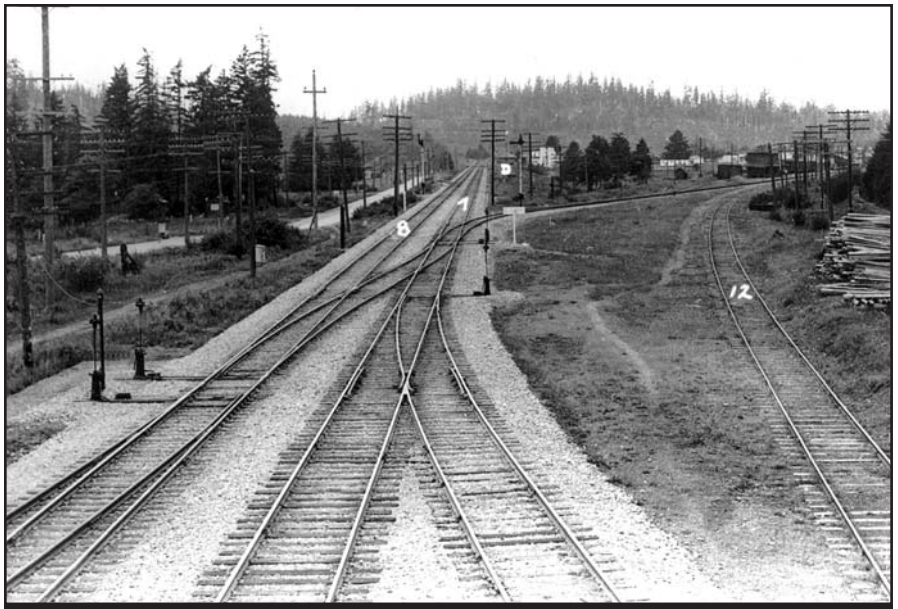


Figure 2-22 1928 View North, 3rd Tenino NP Station (D)

Figure 2-21 1928 View NE, Yelm Avenue Crossing

Figure 2-23 Artist's Rendition of 3rd Tenino NP Station

Northern Pacific Railroad

Segment 4, the Point Defiance Line, begins at Tenino. North of the Nisqually River it follows a water level route and utilizes a tunnel under Point Defiance to reach Tacoma. Construction of this line commenced at Tenino in 1912. The new double-track mainline was officially opened for operation 15 December 1914. The southern-most part of this line was built over a portion of the pre-existing Port Townsend Southern Railroad, which had been controlled by the Northern Pacific since 1902. Figure 2-22 is a Joint Facilities photo from a position somewhat south of the place where Figure 2-15 was made. The numbers "7" and "8" indicated the two tracks of the Point Defiance Line. "12" was the origin of the Prairie Line. Just above "D" was the third, and last, Tenino Station. Roger Easton provided the image of this station reproduced in Figure 2-23. After it opened, the West Tenino Station served as a freight house only. In 1975 the third station was moved to its present location. Currently it is sited immediately west of one of Tenino's sandstone quarries, south of the abandoned Prairie Line. It is the home of the Tenino Depot Museum.

Figure 2-24 1927 View South, Joint NP and UP Station at Plum (A)

Moving north along the Point Defiance Line, Figure 2-24 is a Joint Facilities Book photograph looking south at Plum Station, in 1927. This depot replaced a facility with the same name which had been used by the Port Townsend Southern Railroad. The earlier Plum Station was located along the road which now is Old Highway 99. It closed in 1914 when the latter line was abandoned south of McCorkle Road. Two bridges can be seen in the distance. Since this picture was taken, the nearer bridge has been removed. The more distant one was replaced by the modern structure carrying Waldrick Road. Figure 2-25 indicates the location of the second Plumb [Plum] Station on the 1916 Geological Survey Map of the Chehalis Quadrangle.

Figure 2-26 is a map showing the path of the Point Defiance Line, north of Plum Station. The northeast quarter of Section 19 in this figure is also the subject of Figure 2-27. The latter figure reproduces part of a Northern Pacific Plat Map. It demonstrates part of a survey commissioned by the Port Townsend Southern Railroad in 1906. The Point Defiance Line, as later constructed, generally followed the path of that earlier survey. Figure 2-26 also shows the Union Pacific (as O.W. R. & N. Ry.) connection to the Point Defiance Line at Chambers Prairie (East Olympia). Farther north in the same figure, an interchange track with Weyerhaeuser's Chehalis Western Railroad can be noted.

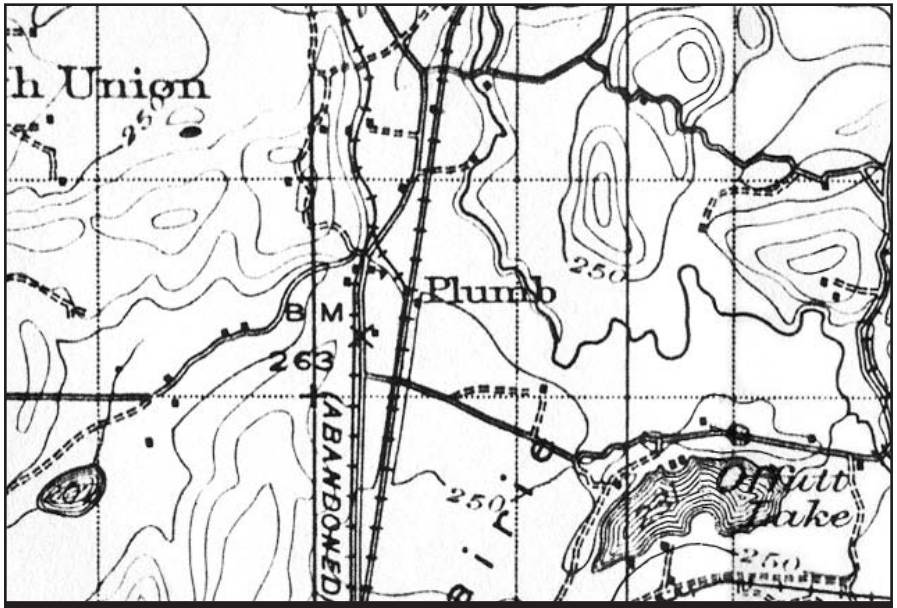


Figure 2-25 1916 Geological Survey Map

Continuing north, Figure 2-28 is a plat map of the region near St. Clair Station. Here, the post-1914 branch line to Olympia connected with original parts of the Tacoma, Olympia & Grays Harbor Railroad. The junction was immediately north of the area detailed by this map. The depot was located within the angle formed by the Olympia Branch and the Point Defiance Line. The previously surveyed right-of-way for the Port Townsend Southern is again visible. Figure 2-29 is a Joint Facilities Book photograph made in 1928. The view is north toward St. Clair Station. Figure 2-30 is a similar view in 2009. Facing west, Figure 2-31 is a 1928 photograph at the origin of the Olympia Branch. The location is northeast of the depot. The Olympia Branch ran behind the depot. It continues in use at the present time.

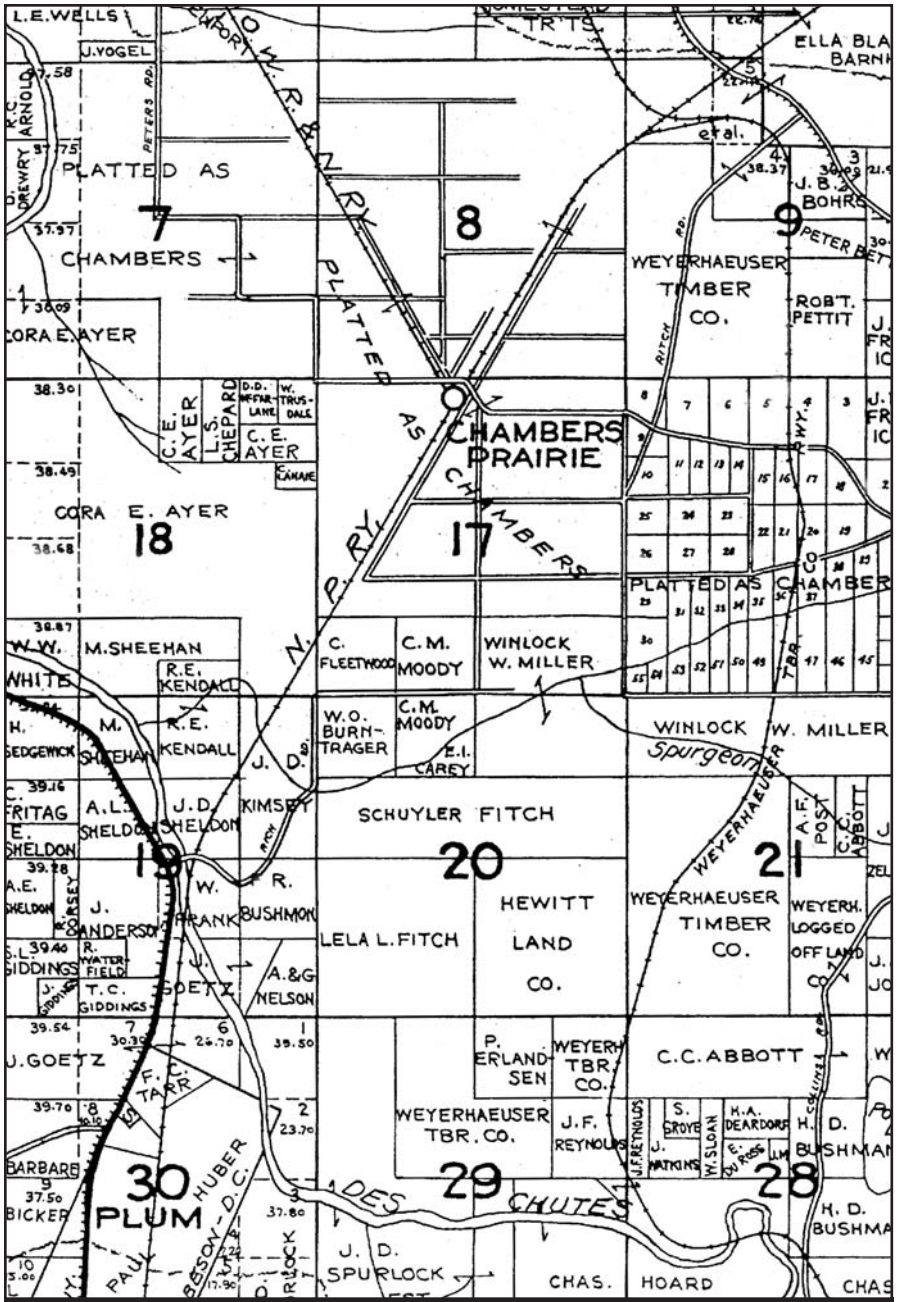


Figure 2-26 Pt. Defiance Line North of Plum Station

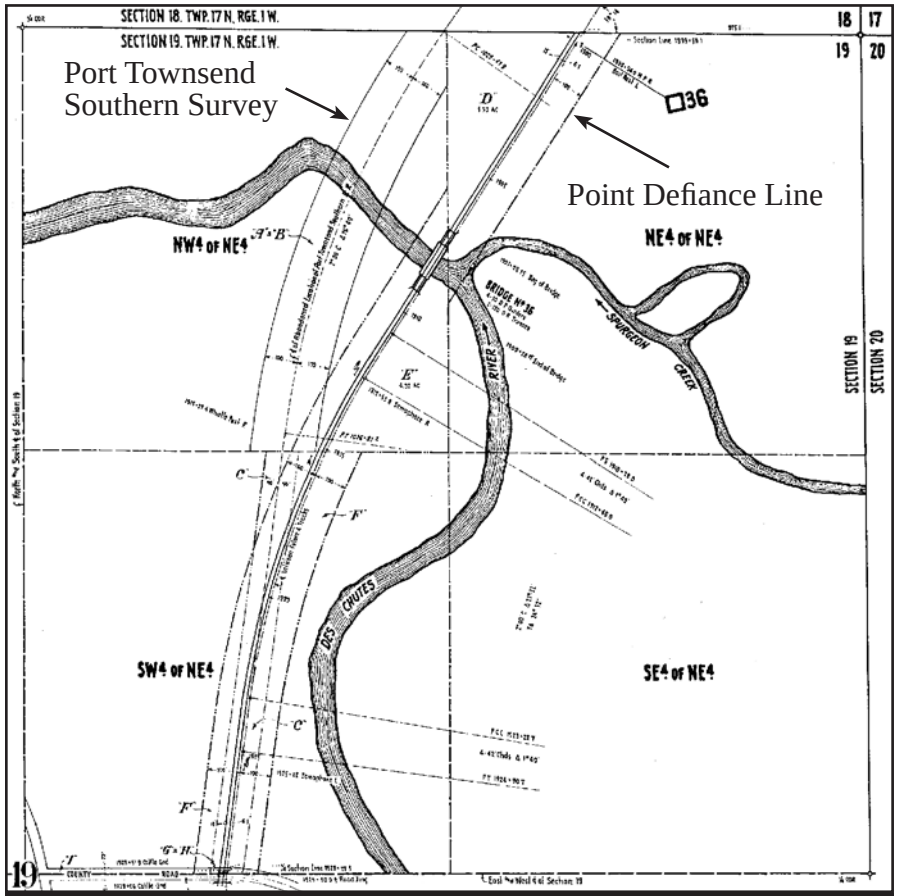


Figure 2-27 PTS RR Survey in Section 19, T 17N, R 1W

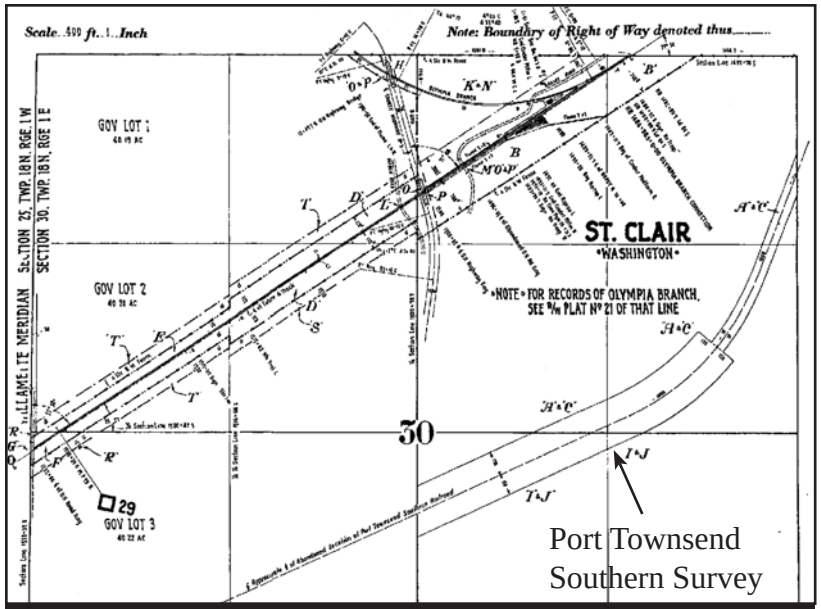


Figure 2-28 PTS RR Survey near St. Clair Station

Figure 2-29 1928 View North, NP Station at St. Clair

Northern Pacific Railroad

Figure 2-30 2009 View North, Site of St. Clair Station

Figure 2-31 1928 View West, Origin of Olympia Branch

Segment 5 was the product of a craze in railroad construction that permeated the economic climate in the early 1890s. Much of the right-of-way that became the Tacoma, Olympia & Grays Harbor Railroad (T O & G H) evolved from the fusion of three smaller lines. The first two, the Puget Sound & Grays Harbor Railroad (P S & G H) and the Tacoma, Olympia & Chehalis Valley Railroad (T O & C V) actually constructed significant amounts of track while attempting to reach Grays Harbor. The third, the Tacoma, Olympia & Pacific Railroad (T O & P) progressed only to the stage of commissioning a survey. When completed, all parts of Segment 5 met at Gate. The Tacoma-Gate segment was finished in 1891. The Thurston County portion of it can be seen in Figure 2-32 (part of *Map of the Upper Sound Country*, by Henry G. Plummer). After the Point Defiance Line was completed in 1914, most of the old T O & G H grade, from the Nisqually River to the region immediately north of the newly constructed St. Clair Station, was abandoned. That retired railroad roadbed became Old Pacific Highway. Figure 2-33 is part of the 1909 Thurston County Engineer's Road Map. The T O & G H line can be followed from the Nisqually River, through Sherlock, and all the way into Lacey.

Northern Pacific Railroad

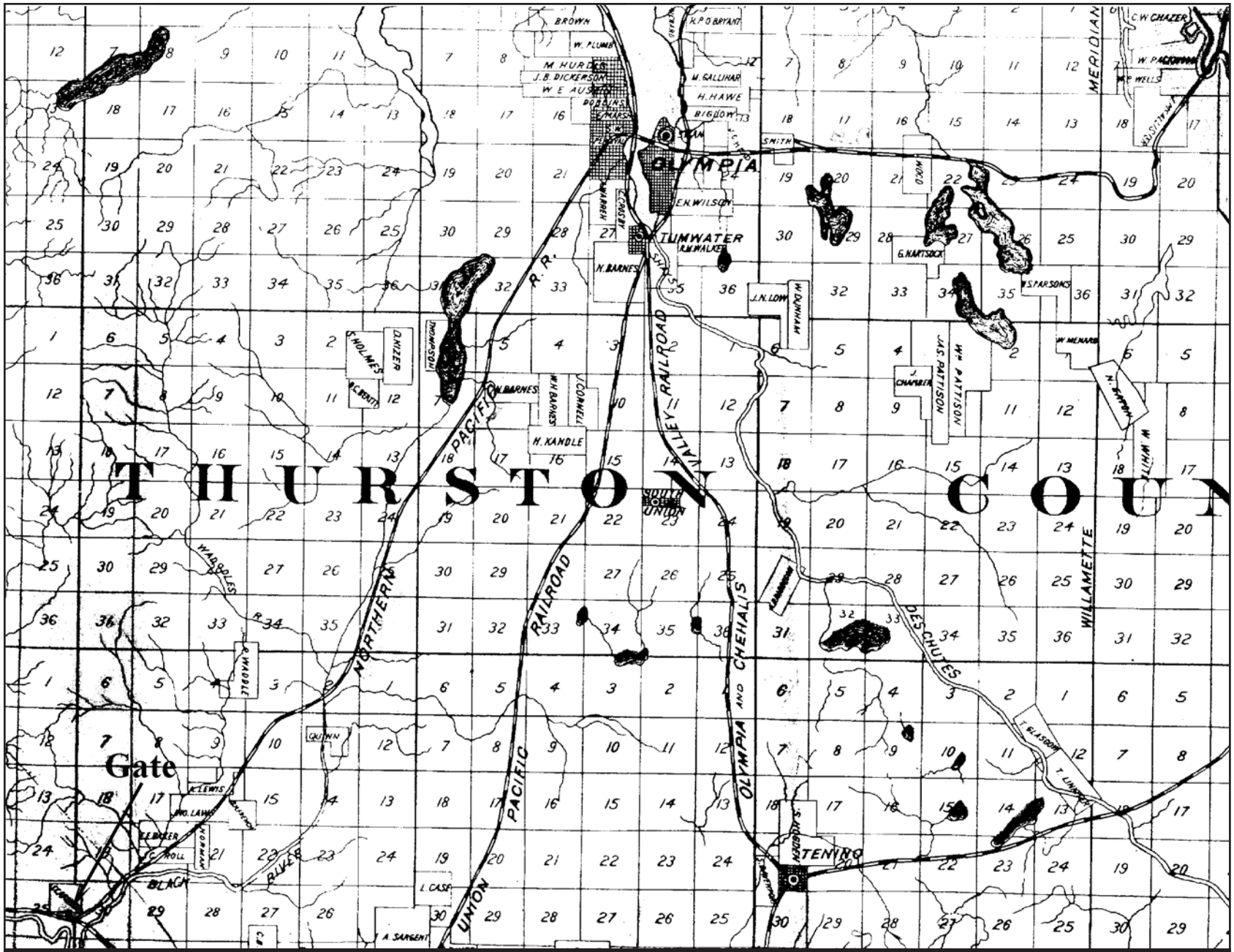


Figure 2-32 Circa 1889-1900 Part of *Map of the Upper Sound Country*, by Henry G. Plummer

Northern Pacific Railroad

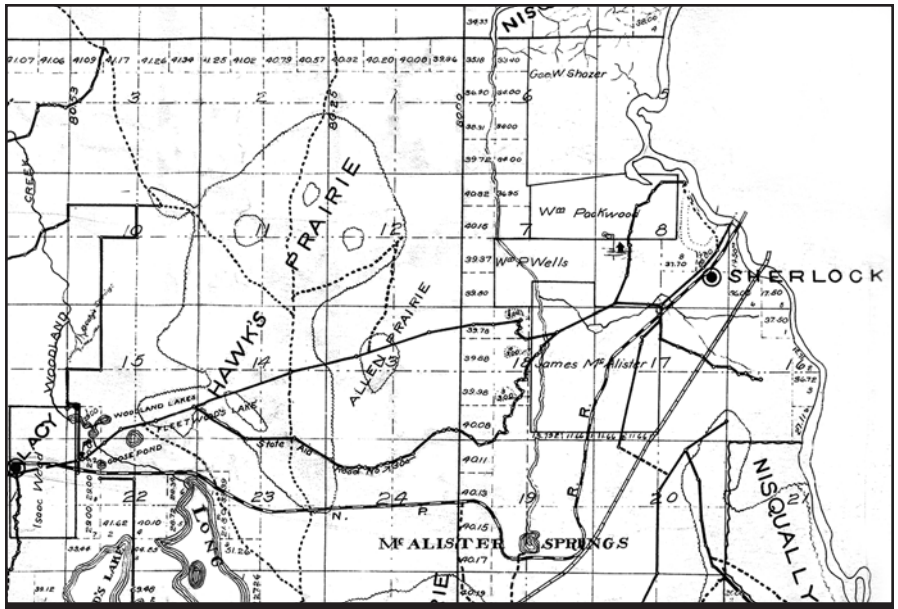


Figure 2-33 1909 Thurston County Engineer's Road Map

Figure 2-34 C. 1912 View South, NP Station at Sherlock

Figure 2-35 C. 1912 View North, NP Station at Sherlock

Figure 2-36 C. 1912 View North, from N Side of Station

Northern Pacific Railroad

In the early twentieth century, Sherlock had a small combined depot and baggage room. Figures 2-34 to 2-36 were made shortly after 1912 and are courtesy of the Lacey Museum. Figure 2-34 is a view southwest from the depot, which was on the east side of the track. Figure 2-35 was made from the same position, looking northeast, toward the depot. The building on the far left is also visible in Figure 2-36, a view northeast along the mainline. It was made immediately north of the depot. In the distance, the eroded bluff on the east side of the Nisqually River can be seen. An unspecified building, with a siding leading to it, is present on the left side of the photograph. In modern times, Old Pacific Highway occupies the right-of-way where the tracks are noted in Figure 2-36. Figure 2-37 is a 2010 photograph made from the same position as Figure 2-36. The location is the intersection of 6th Avenue and Old Pacific Highway. The house on the right, with later additions, appears to be the one present in the same position, in Figure 2-36.

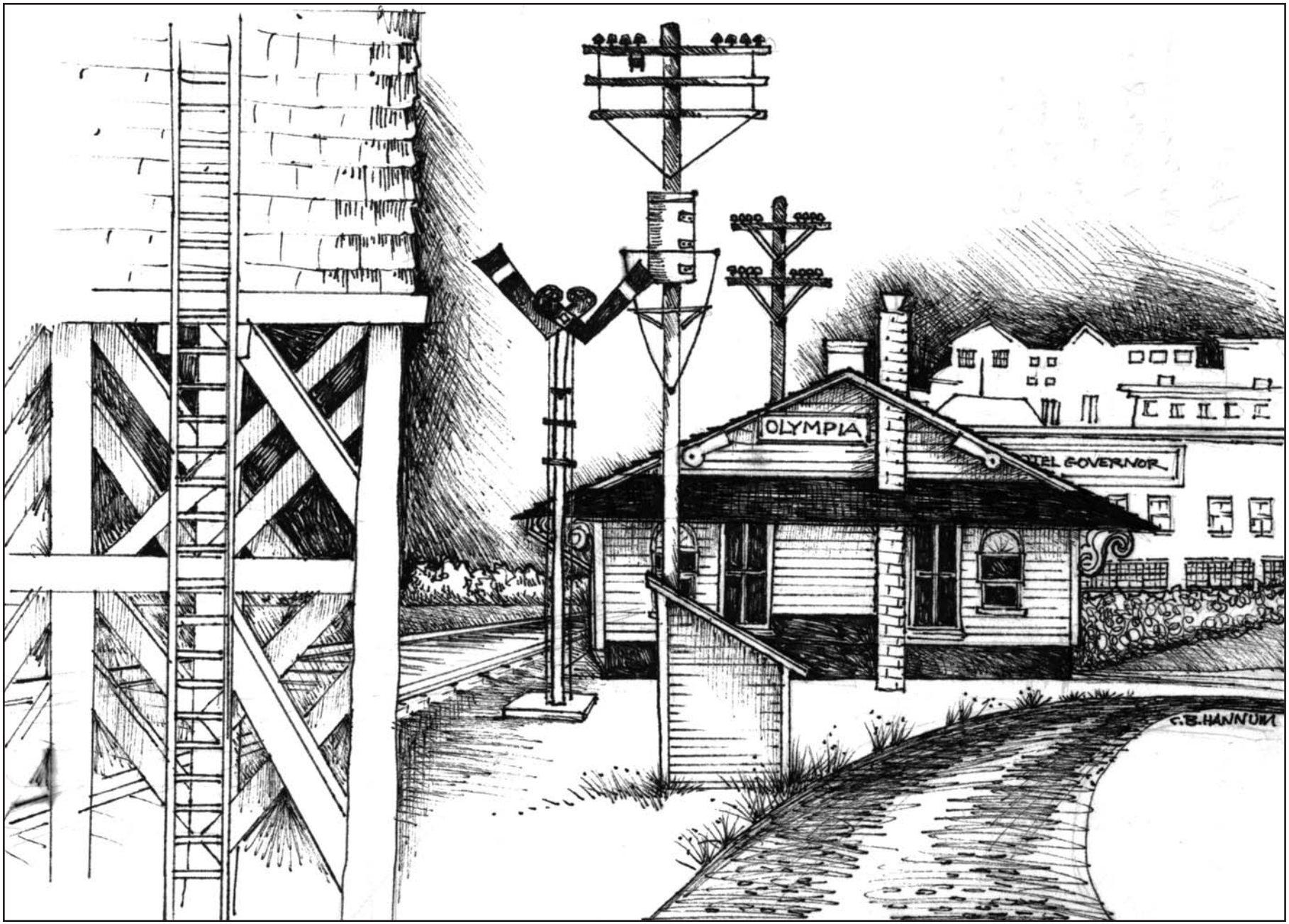
When the Point Defiance Line was under construction, a short segment of new track was necessary in order to connect it with remaining parts of the T O & G H These rails began at St. Clair Station and were the origin for the newly designated "Olympia Branch." They led to a junction with the line built in the early 1890s, which passed through Union Mills to Lacey, Olympia, Belmore, Littlerock and onward to Gate. In 2011 this part of the line is still active as far west as Union Mills. However, it is abandoned between that point and downtown Olympia's 7th Avenue tunnel. T O & G H track is still in use through the tunnel, across Capitol Lake, and to a point approximately 0.25 mile southwest of 76th Court SW. Between that point and Gate, the right-of-way has been acquired by Thurston County Parks and Recreation. Plans call for eventual development of a linear park on that portion of the old grade.

The depot at Lacey was near the Woodland Racetrack. A northbound passenger train was stopped behind the station when the photograph reproduced in Figure 2-38 was made. This picture is part of the Ken Balsley Collection at the Lacey Museum. Northern Pacific Railroad AFE 191-33 indicated that the building at Lacey was retired as an active station in March of 1933, sold to a Mr. L. A. Ulrey, and had been removed by 12 April.

Figure 2-37 2010 View North at Site of Sherlock Station

Figure 2-38 View West at the Lacey NP Station

Northern Pacific Railroad



Water Street Station of the Northern Pacific Railroad, Olympia, Washington

Northern Pacific Railroad

The downtown Olympia Station was on Water Street and is the subject of the illustration on page 28. The view is north, with the Governor Hotel in the distance. Figure 2-39 is a photograph from the Susan Parrish Collection. Several people were waiting on the track side of the station. This station was torn down in 1966 and the building currently on the site was constructed in 1968. From a position west of the Water Street Station, on the west side of Capitol Lake, Figure 2-40 is a photograph taken by Harold Hill in December, 1957. Peter J. Replinger is seen watching a Northern Pacific excursion train cross the lake.

Belmore Station was located 220 yards southwest of the place where 66th Avenue crosses the remnant of the T O & G H Figure 2-41 displays the track plan there. The county road visible in this figure is 66th Avenue. Although Belmore had no depot when this map was made, the Northern Pacific did provide a shelter shed for passengers. Later, a station was added. Figure 2-42 shows the later depot structure. Farther south, the depot at Littlerock was rebuilt in 1926 after a fire destroyed the previous station. Plans for the new structure appear in Figure 2-43. "Missionary Road" is now 128th Avenue. Figure 2-44 is a 1999 photograph made facing southwest across 128th Avenue, along the abandoned grade. Continuing toward Gate, Figure 2-45 is a 1999 photograph looking southeast at 10014 Gate-Mima Road, where a small trestle could still be found.

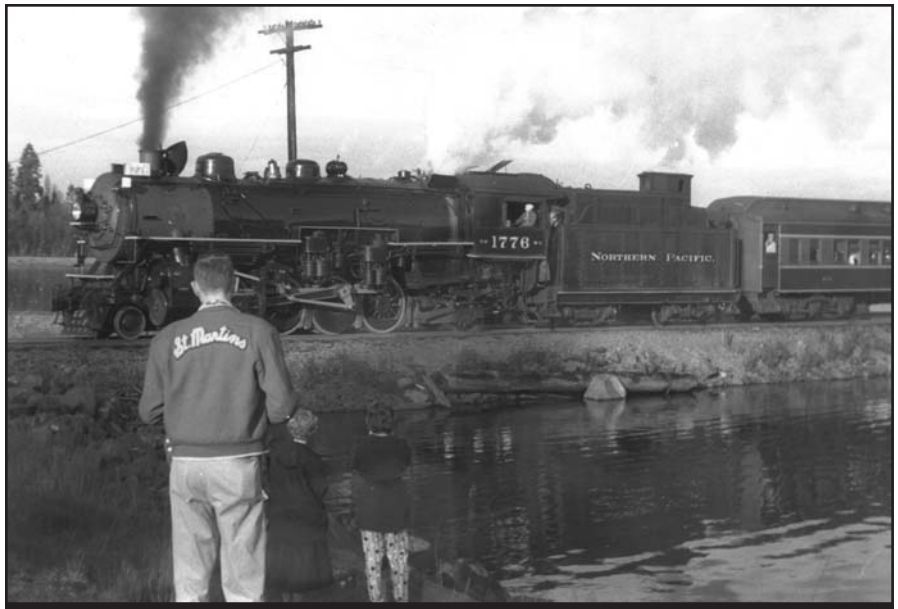


Figure 2-40 1958 View North at Capitol Lake

Figure 2-39 NP Water Street Station at Olympia

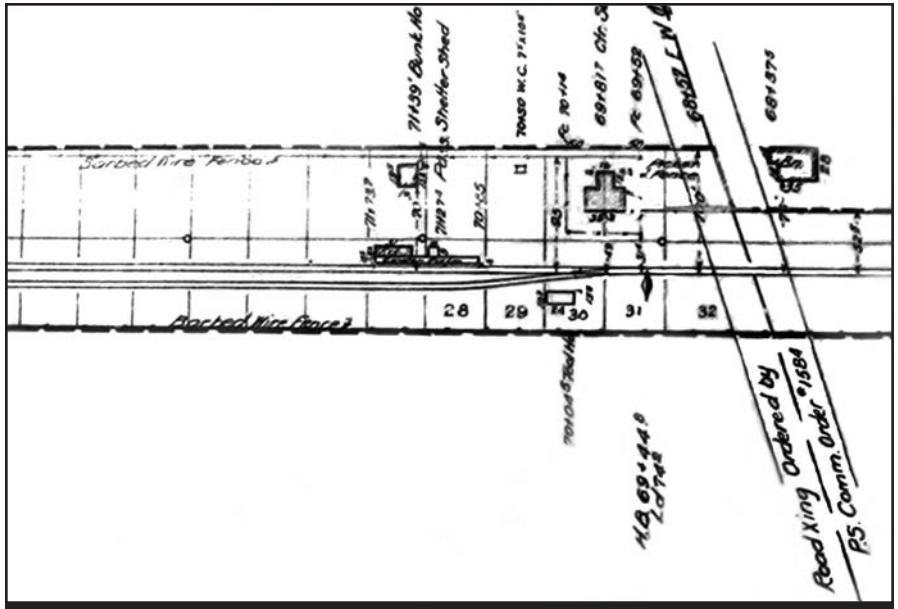


Figure 2-41 Pre-Depot Track Plan at Belmore

Northern Pacific Railroad

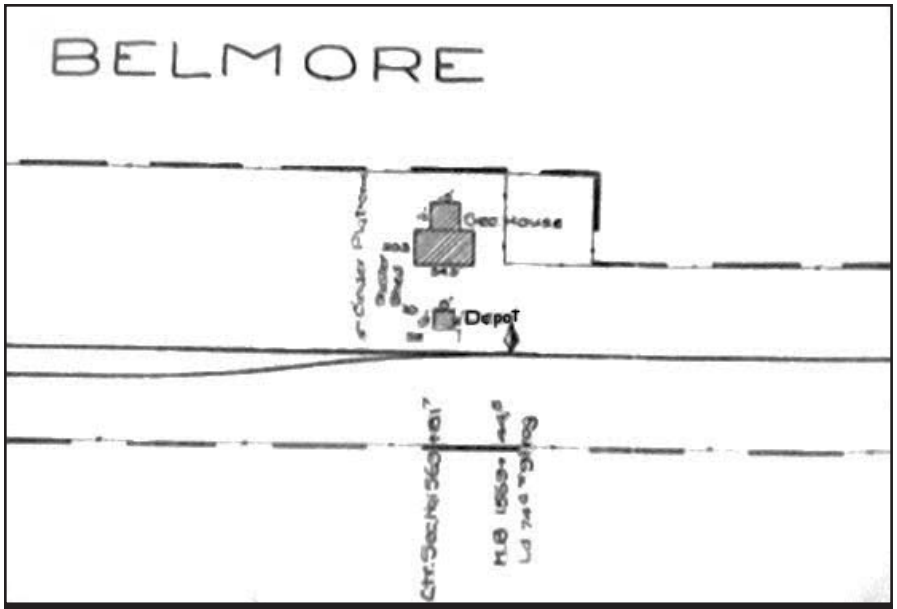


Figure 2-42 NP Station at Belmore

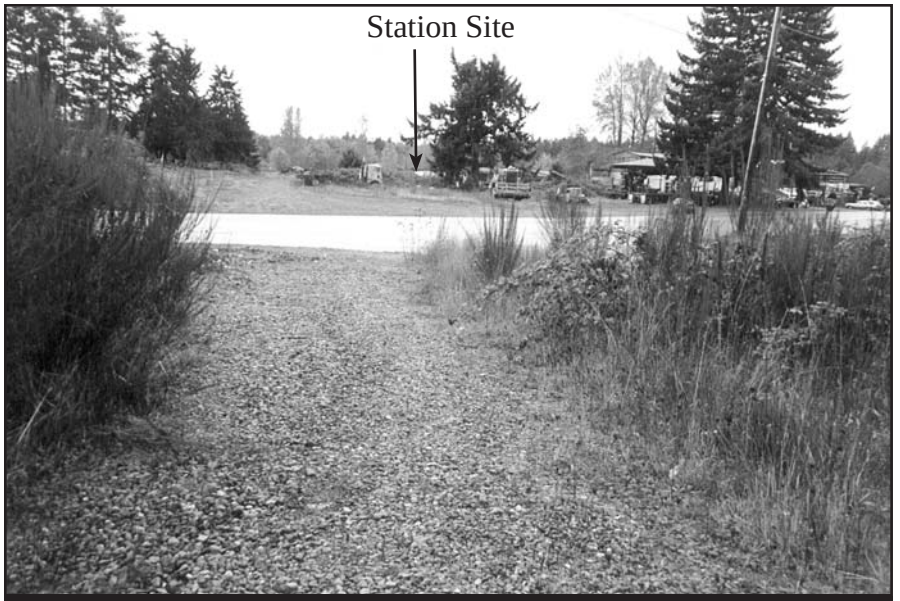


Figure 2-44 1999 View South across 128th Avenue

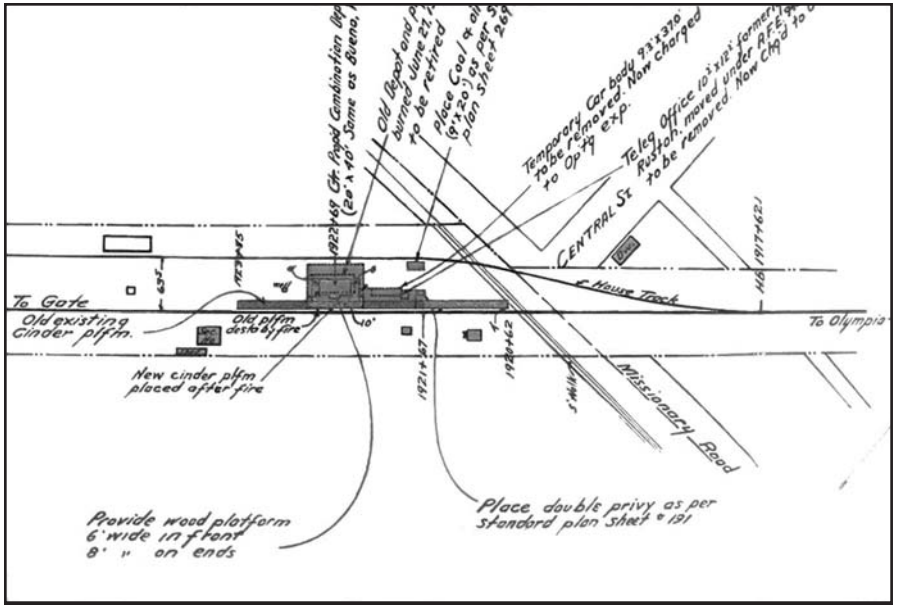

CENTRAL St
To Gate
Old existing Cinder plfm.
Old plfm destroyed by fire
New cinder plfm placed after fire
To Olympia
Missionary Road
Provide wood platform 6' wide in front 8' " on ends
Place double privy as per Standard plan sheet

Figure 2-43 1926 Plans for NP Station at Littlerock

Figure 2-45 1999 View Southeast from Gate-Mima Road

Northern Pacific Railroad

The portion of Segment 5, between Centralia and Elma, absorbed part of a potentially competing line into the Northern Pacific route between those two communities. In 1890, the Northern Pacific (as the T O & G H) was planning to build from Centralia to Grays Harbor. In June of that year, the Tacoma, Olympia & Chehalis Valley Railroad (T O & C V) owned a thirty-three mile right-of-way between Centralia and Elma. It already had seven miles, at the Centralia end, graded and ready for rails. However, on 10 September, the entire right-of-way of the latter line was sold to the T O & G H The transaction was recorded on page 561 of Lewis County Deed Book 31. The newly acquired right-of-way was incorporated into the final structure of the T O & G H This part of Segment 5 stretched from Centralia in the south, to a place northwest of Rochester (on the west border of Section 31, Township 16 North, Range 3 West). Beyond that point, the surveyed and graded line of the T O & C V was not integrated into Segment 5. The T O & C V right-of-way turned southwest to cross School Land Road, in Section 36, Township 16 North, Range 4 West. Figure 2-46 is a 1954 aerial photograph that shows remarkable preservation of that part of this graded, but ultimately unused right-of-way.

On the west line of Section 31, the Tacoma, Olympia & Grays Harbor Railroad elected to survey and build a new right-of-way northwest to Gate. There, it joined the portion of the T O & G H coming south from Olympia. West of Gate, the new right-of-way rejoined the surveyed path of the T O & C V (in Section 33, Township 16 North, Range 4 West). This junction was immediately east of Oakville. A large part of the T O & C V right-of-way was used to build the line between Oakville and a point on the immediate south side of Elma.

Interestingly, the corporate structure of the Tacoma, Olympia & Chehalis Valley Railroad continued to exist even after the sale of its right-of-way between Centralia and Elma. In 1891, that enterprise built a line along China Creek in Lewis County. Eventually, in 1902, the Lewis County tracks of this early railroad company were incorporated into the Eastern Railway & Lumber Company.

There was yet another competitor in the race to provide rail service between Centralia and Grays Harbor. This was the Oregon & Washington Territory Railroad. None of this line became part of the T O & G H Chapter 3 describes the O & W T in detail. As early as January, 1891, this line had graded most of its right-of-way between Centralia and Montesano and was poised to begin laying track. But competition ran counter to the interest of the Northern Pacific. By 1892, the Oregon & Washington Territory Railroad found itself unable to sell bonds needed to finance further

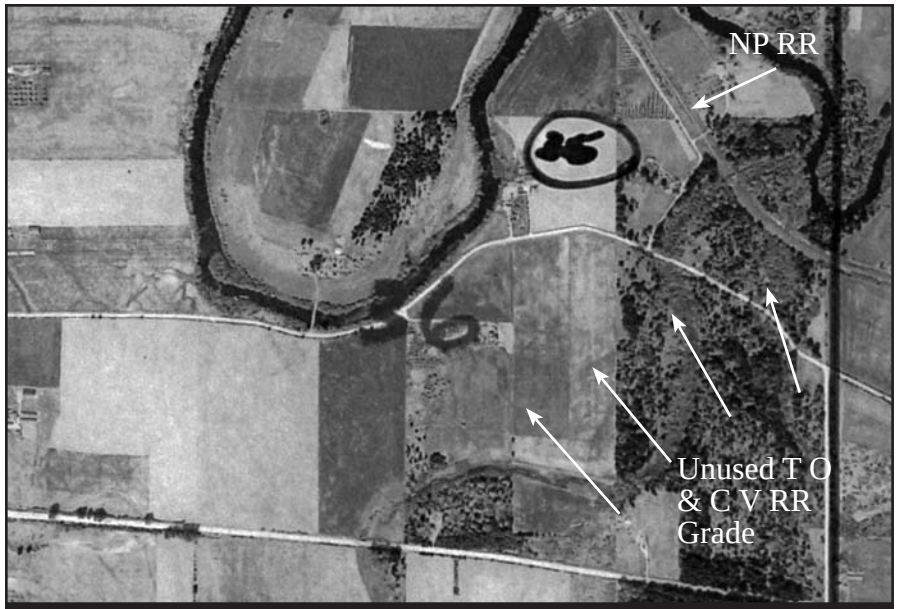


Figure 2-46 1954 Aerial View of Sec. 36, T 16N, R 4W

construction, a condition fostered by agents of the Northern Pacific. Eventually the company came under the control of a receiver, and portions of it in eastern Oregon and Washington were later absorbed into the Northern Pacific system.

At Elma, the Centralia-Elma portion of Segment 5 joined another pre-existing railroad being blended into the T O & G H. The Puget Sound & Grays Harbor Railroad was primarily a logging line owned by the Port Blakely Mill Company. Its terminal was at Kamilche Point, on Totten Inlet. William Renton, the company's President, had planned to promote passenger traffic on his railroad by extending it west, to Grays Harbor. Track had been laid from Kamilche Point, through Elma to Montesano, by November of 1889. Renton realized in 1890 that he could not compete successfully with the Northern Pacific. Therefore he sold part of his line, between what is now known as Stimson Siding (northeast of McCleary) and Montesano, to the T O & G H. After that purchase was made, in February of 1891,

reaching Grays Harbor required only construction of a right-of-way west of Montesano. This was done using the surveyed path provided by yet another railroad, the Tacoma, Olympia & Pacific Railroad. This company was created in July, 1889. It existed on paper only, and was created for the sole purpose of attracting the Northern Pacific Railroad to Grays Harbor.

In Rochester, the T O & G H used the Milwaukee Road depot. Figure 1-2 on page 1 presents a diagram of that station. The railroad had a standard, two-story station at Gate. Dated approximately 1900, Figure 2-47 is part of the Susan Parrish Collection at the Thurston County Historic Commission. The buildings of downtown Gate were behind the station. Figure 2-48 shows the same scene in 1999.

The Northern Pacific was the biggest and most influential railroad in Thurston County. Since a relatively large portion of it continues to exist as the Burlington Northern-Santa Fe Railway, the line lives on.

Figure 2-47 C. 1900 View of NP Station at Gate

Figure 2-48 1999 Same View at Site of NP Station at Gate

3

Oregon & Washington Territory Railroad

The Oregon & Washington Territory Railroad (abbreviated O & W T) was formed before Washington attained statehood. The only portion of this line that was ever actually in operation was located in eastern Oregon and Washington. A parent company was started in March of 1886 by residents of Umatilla County, Oregon. Construction began on the part of the line east of the Cascade Mountains in May, 1887. George Washington Hunt was the principal contractor. By the end of 1887, he had become a major stockholder in the railroad. Across the Columbia Plain, by Peter J. Lewty, contains an exhaustive history of Hunt and his activities.

Figure 3-1 is a map from Encyclopedia of Western Railroad History, Volume 3. It is reproduced by permission of Donald B. Robertson. Tracks of the O & W T, east of the Cascade Mountains, are represented with solid lines, while hatched lines denote rails of the Oregon Railway & Navigation Company, a Union Pacific subsidiary. Construction by the O & W T, in the area shown by the map, was completed by 15 December 1889. Early in 1890, Hunt was ready to enlarge his empire. He envisioned that the Hunt Lines would extend west, along the Columbia River to Portland, then north to Centralia, and eventually west to a terminal at Grays Harbor City (approximately 3.5 miles west of Hoquiam). The terminal would provide a practical means for shipping coal from newly opened mines near Centralia and Bucoda.

Although Hunt failed to achieve his dream, he pursued it vigorously. His progress in western Washington was reported several times by the *Railroad Gazette*. The issue of 6 June 1890 mentioned: "**Oregon & Washington Territory** – Grading is now in progress near Centralia for the division from that point west to Grays Harbor, 57 miles. Most of the right-of-way has been secured . . . The grading is being done by George W. Hunt, Portland. A survey is now in progress for the proposed extension from Hunt's Junction, Washington, [in eastern Washington] to Portland, 220 miles."

Later that same month, on 20 June, the same publication noted that "G. W. Hunt is said to have 200 teams and 500 men working on the division from Centralia to Grays Harbor, 57 miles."

By 29 August the magazine said that "About 18 miles of grading is finished on the division in western Washington, from Centralia to Grays Harbor, a distance of 54 miles."

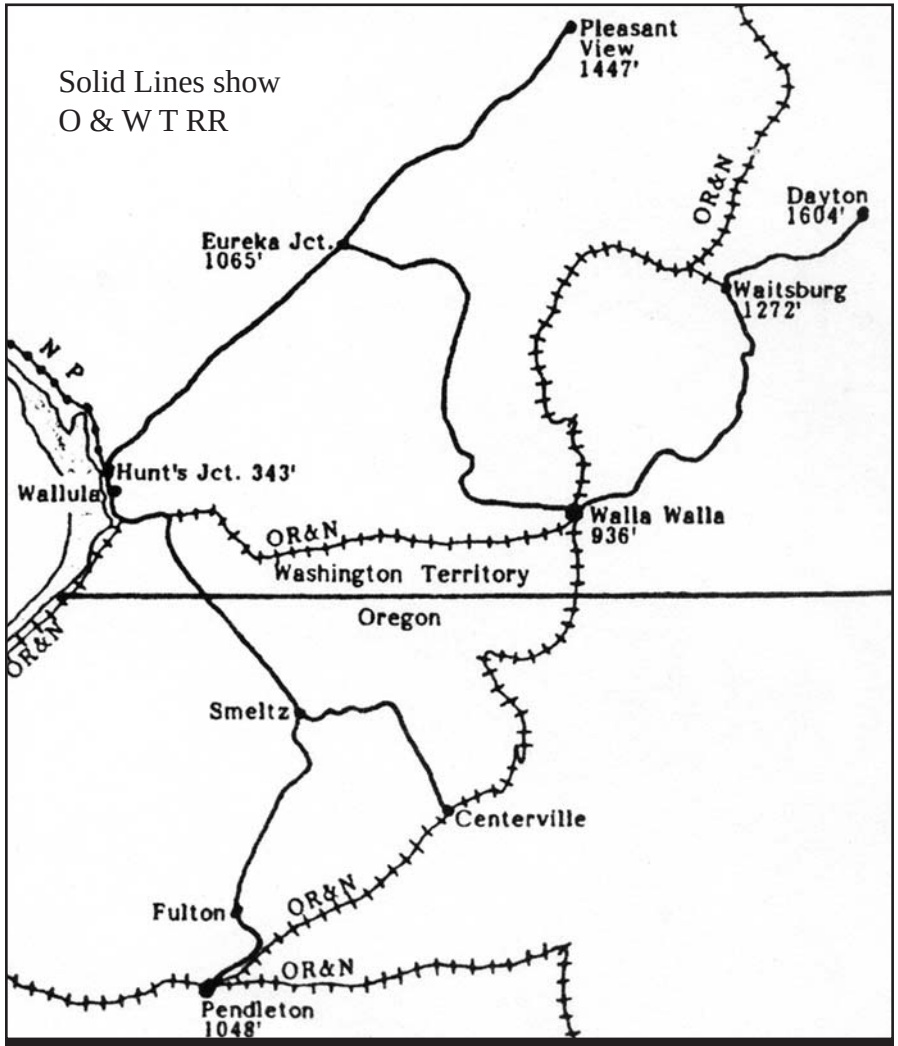
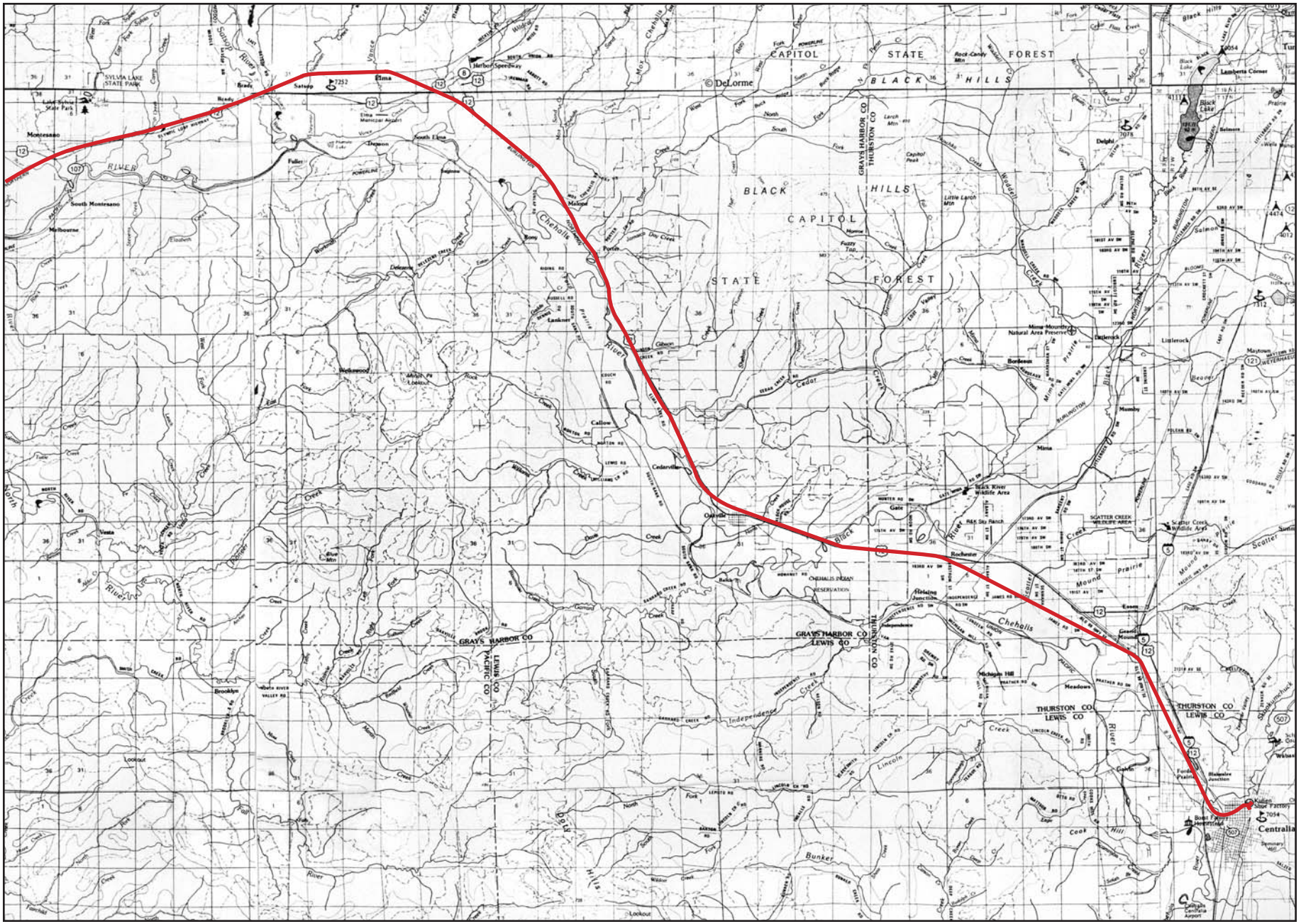


Figure 3-1 O & W T Railroad in Eastern OR and WA



Oregon & Washington Territory Railroad, Survey and Grade in Thurston, Lewis, and Grays Harbor Counties

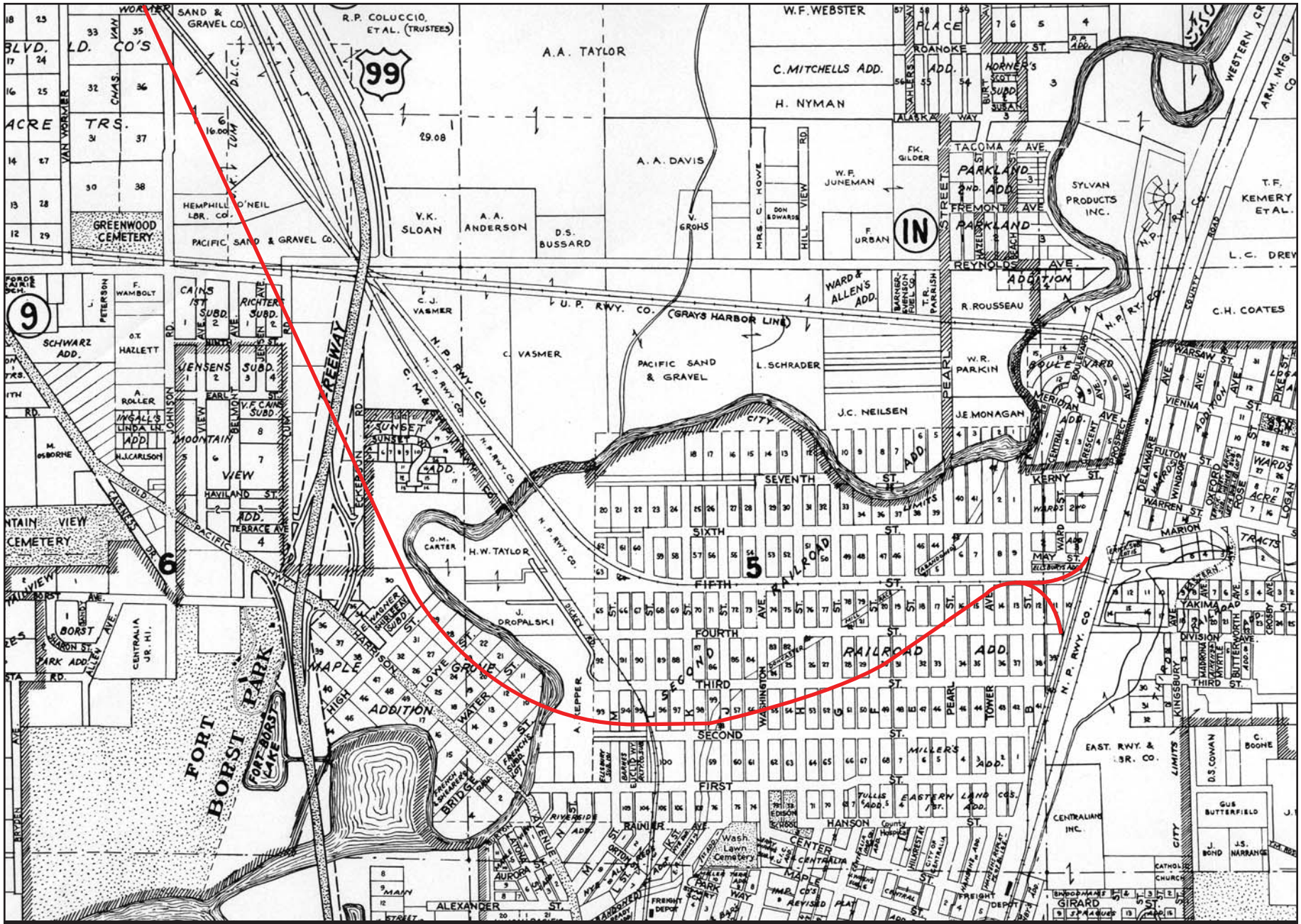


Figure 3-2 Oregon & Washington Territory Railroad Right-of-Way in Centralia, Washington

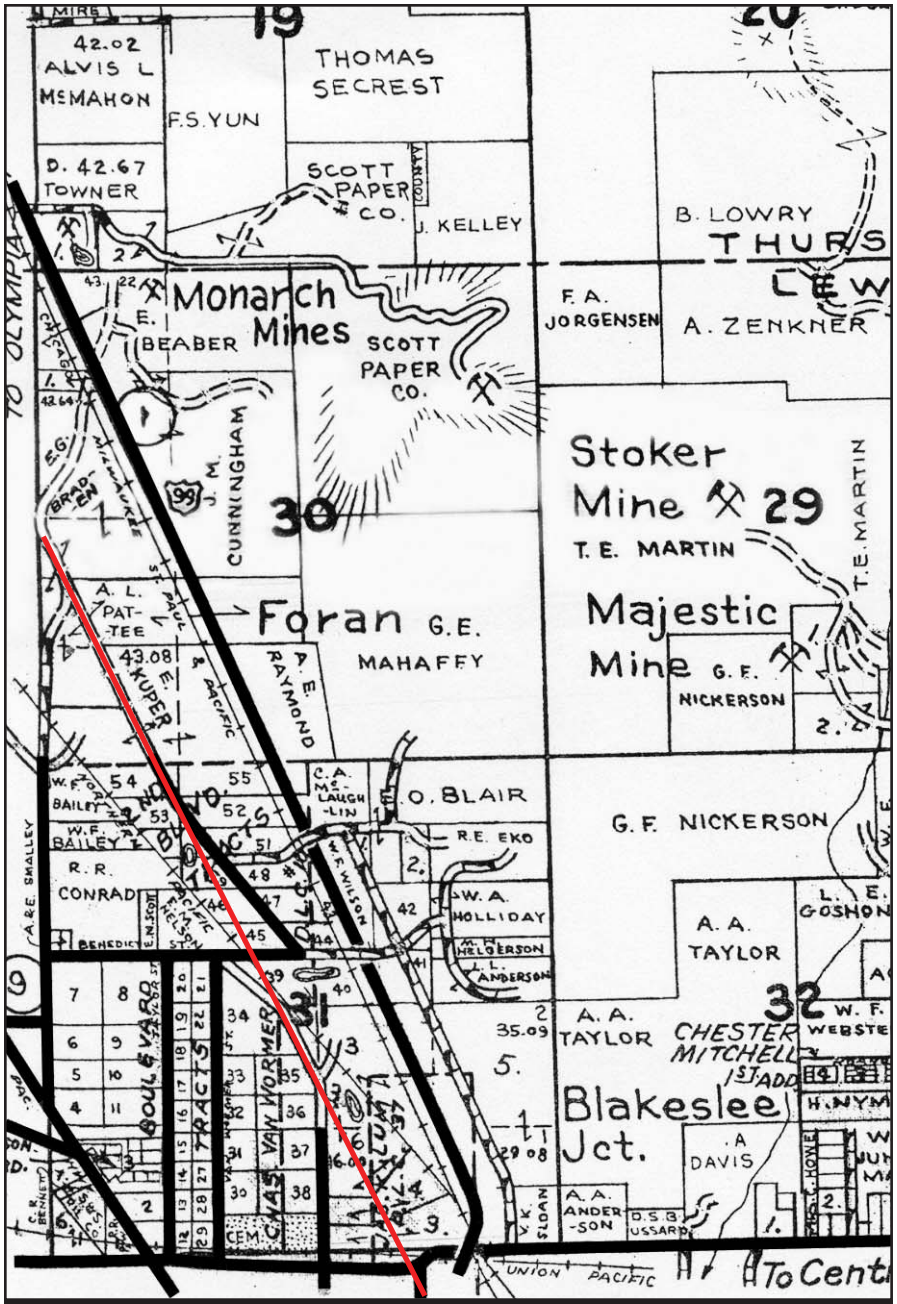


Figure 3-3 O & W T Grade North of Centralia, WA

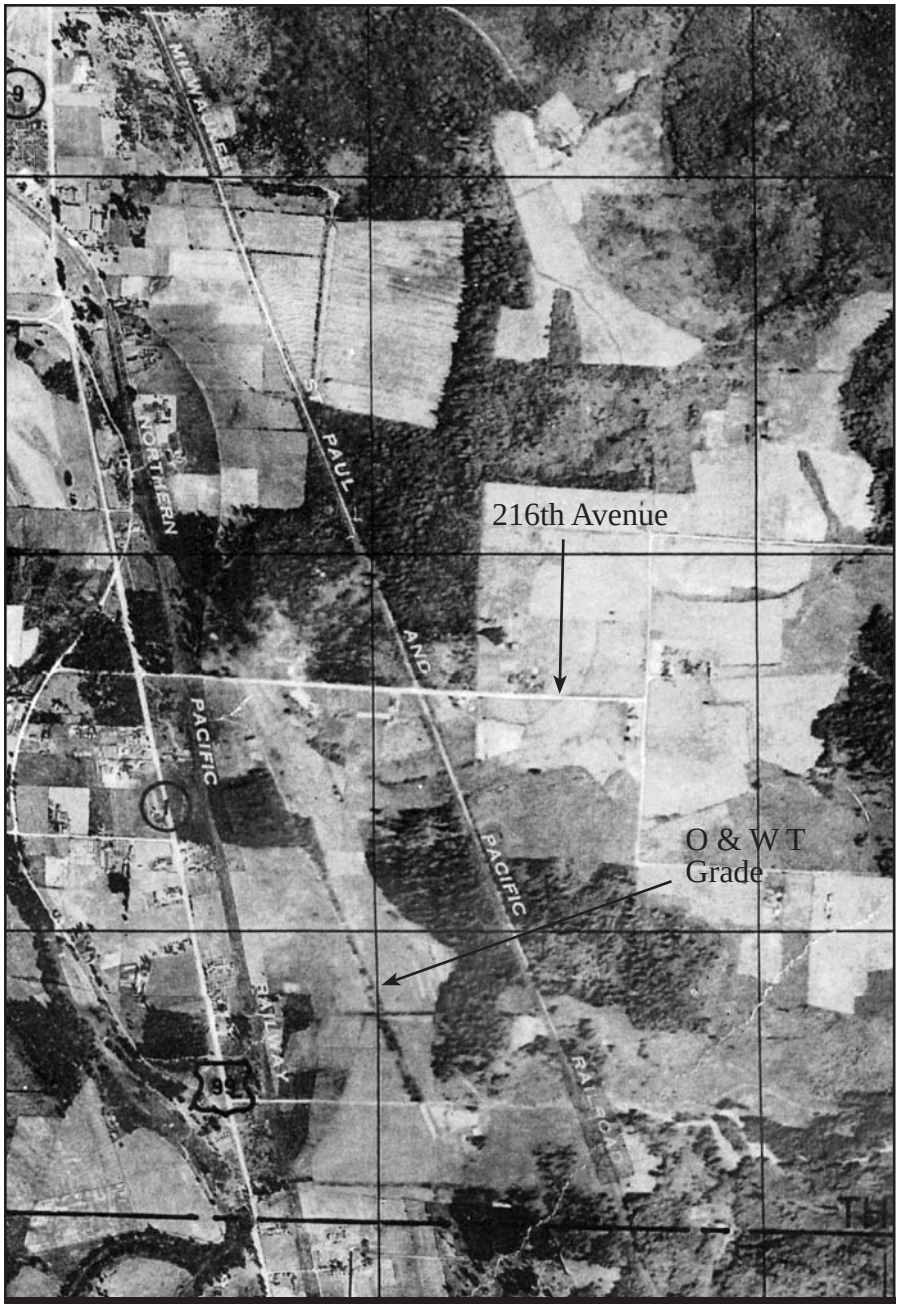


Figure 3-4 1944 Aerial Photo, Southern Thurston County

More progress was reported in the 12 December 1890 edition: "On the line between Centralia and Grays Harbor, the company has about 25 miles of roadbed finished between Centralia and Elma, and are ready for ties and rails. Two sawmills, employing 150 men, are busy getting out ties. The force on grading has been reduced on account of the weather. The heaviest part of the grading is now finished, and by arrangement with the Northern Pacific, the difficult passes near Porter's Creek are used jointly."

Even though Across the Columbia Plain declared that operations over the line between Centralia and Montesano commenced in January of 1891, no corroboration of that statement has been found. Indeed, the 22 January 1891 issue of the *Centralia Weekly News* stated that the G. W. Hunt railroad grade and other property were in the hands of the Lewis County Sheriff as a result of attachment proceedings, which sought $135,000 from Hunt. The attachment order was issued by the Superior Court of Pierce County. Thereafter, the sheriff was the custodian of 1600 kegs of spikes and 800 kegs of track bolts. All of these had been delivered in the summer of 1890 and "piled up alongside the Northern Pacific track [in Centralia] since that time." Later in 1891, the *Aberdeen Harold* stated definitively, on 17 September, that Hunt had abandoned his line between Centralia and Grays Harbor before laying any rail.

Two factors caused the demise of the O & W T. In the first place, completion and operation of the Hunt Line would have caused great consternation for the Northern Pacific Railroad, which wanted to monopolize rail traffic in the Grays Harbor area. Surrogates of the Northern Pacific were working quietly, behind the scenes, to help insure that Hunt's railroad would fail. Second, the economy, and the supply of money available in the bond market (which financed continued construction) began to contract during 1891. Eventually these factors resulted in the Panic of 1893.

Through 1891, there was very little market for Hunt's bonds. His company was forced into receivership on 21 December 1891. The entire O & W T was bought by C. B. Wright on 20 April 1892, and resold to the Washington & Columbia River Railway Company on 5 October 1892. The lines in eastern Oregon and Washington were merged into the Northern Pacific system in 1907. The western Washington right-of-way was deemed worthless, and it was abandoned.

Several factors make it difficult to find traces of this railroad in modern times. It was built over relatively flat ground, where cuts and fills were infrequently required. Subsequent plowing by farmers erased significant segments of the grade. Rezoning of parts of the line within cities and villages has occurred, with new roads and structures now occupying the old grade. Finally, the right-of-way often lay next to track built by the Northern Pacific. Over the years, re-engineering and re-grading have erased the adjacent footprint of the O & W T.

Figure 3-2 is a representation of the right-of-way graded by the O & W T in the city of Centralia. It was prepared using deeds recorded by the company. Figure 3-3 follows the line farther north, toward the southern part of Thurston County. There is some overlap of the areas depicted by the two images. Continuing north, Figure 3-4 comes from a 1944 Army Corps of Engineers aerial photograph. Interstate 5 had not yet been built. The Milwaukee Road and Northern Pacific are labelled. The long black arrow indicates a residual part of Hunt's Line. Figure 3-5 is a recent view southwest at 5743 216th Avenue. A similar arrow denotes Hunt's grade. In the upper left quadrant of Figure 3-4, the Northern Pacific crossed the O & W T and both rights-of-way bent further northwest. At that point, the two railroads began to diverge. This can be appreciated better in Figure 3-6, which is also a 1944 Corps of Engineers aerial photograph. The grade was readily visible then, as it passed south of Grand Mound and crossed James Road obliquely. It can still be seen there today, across the street from 7320 James Road.

At 19541 Denmark Street, Figure 3-7 is a 2010 photograph made facing southeast, along the path of the Hunt Line. Continuing northwest, the right-of-way approached James Road a second time. Here the grade lay immediately northeast of that county road, at 8910 James Road. Somewhat northwest of that point, 192nd Lane uses the old grade over a distance of approximately 500 feet. Within the south part of

Figure 3-5 2011 View SW at 5743 216th Avenue

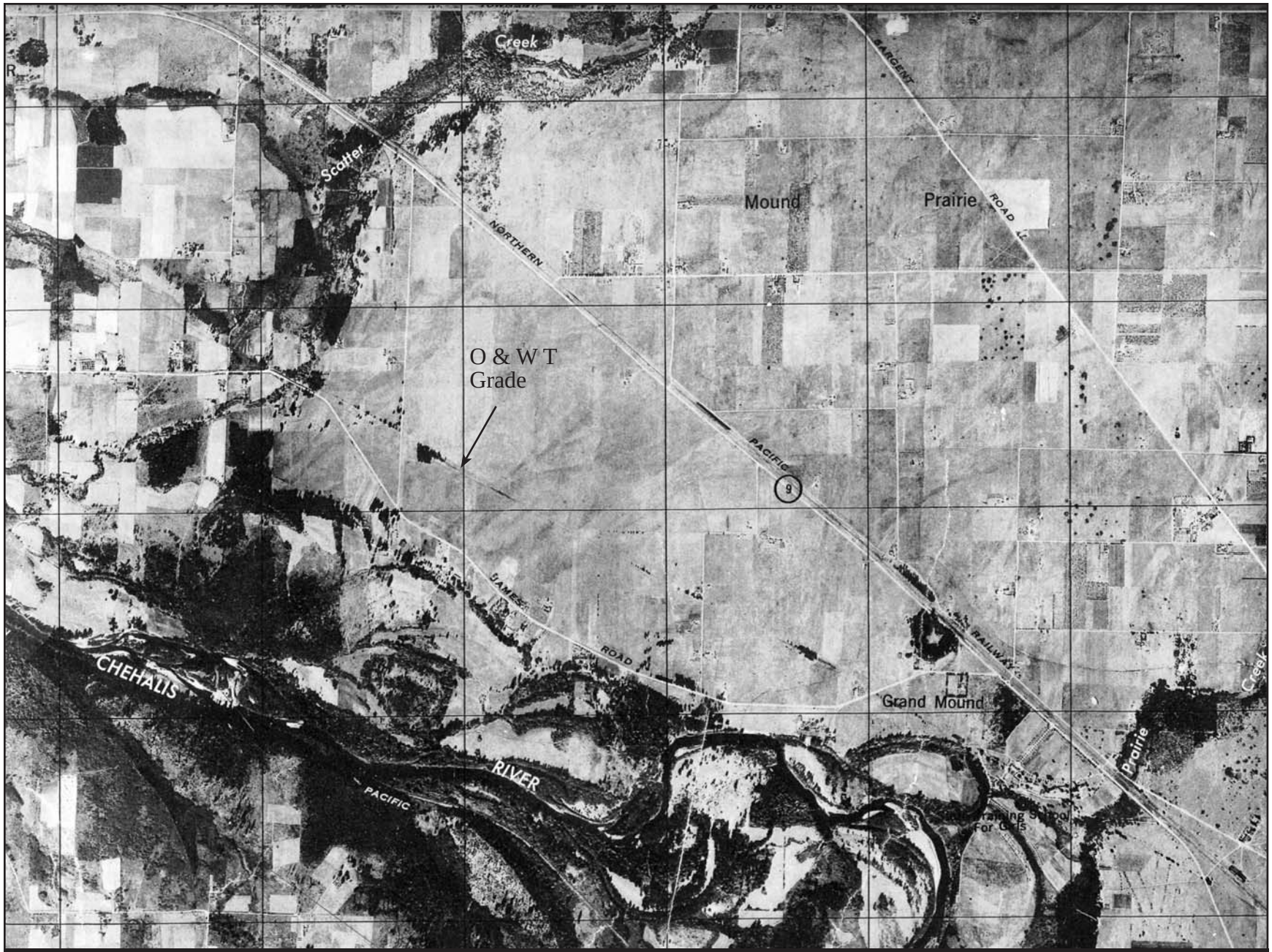


Figure 3-6 1944 Aerial Photo of Southern Thurston County near Grand Mound

Oregon & Washington Territory Railroad

Rochester, the right-of-way is visible on the east side of Albany Street, immediately south of the duplex located at 18632 Albany Street. It can also be seen along Marble Street, approximately 270 feet north of that street's intersection with 187th Street. The grade occupied a cut on the east side of Marble Street.

Leaving Rochester, the line continued in a northwesterly direction. Years later, part of Highway 12 was built over the abandoned roadbed. From a point approximately 440 yards west of the intersection of Highway 12 and Forstrom Street, the highway occupies the old railroad bed. Figure 3-8 is a 2008 aerial photograph of this area. The impression left by the O & W T can still be seen. A graded but unused part of the Tacoma, Olympia & Chehalis Valley Railroad (see Chapter 2) approached the Hunt Line approximately 0.65 mile west of Forstrom Street and the two rights-of-way ran parallel to each other into and beyond the village of Oakville.

In Elma, the O & W T right-of-way was still visible in the 1944 Corps of Engineers aerial photograph reproduced in Figure 3-9. The extreme west end of West Eaton Street now occupies the old grade.

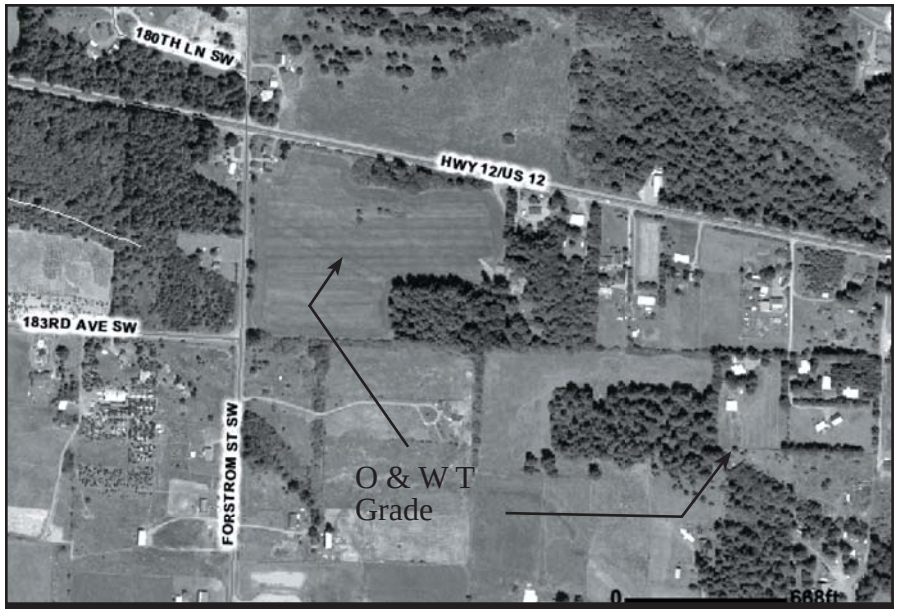


Figure 3-8 2008 Aerial Photograph along Highway 12

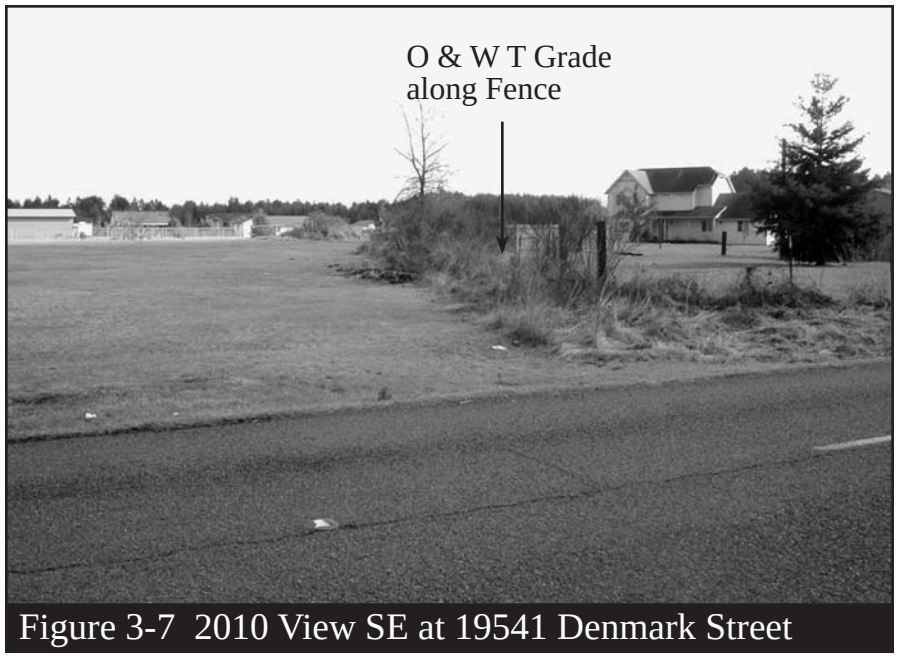


Figure 3-7 2010 View SE at 19541 Denmark Street

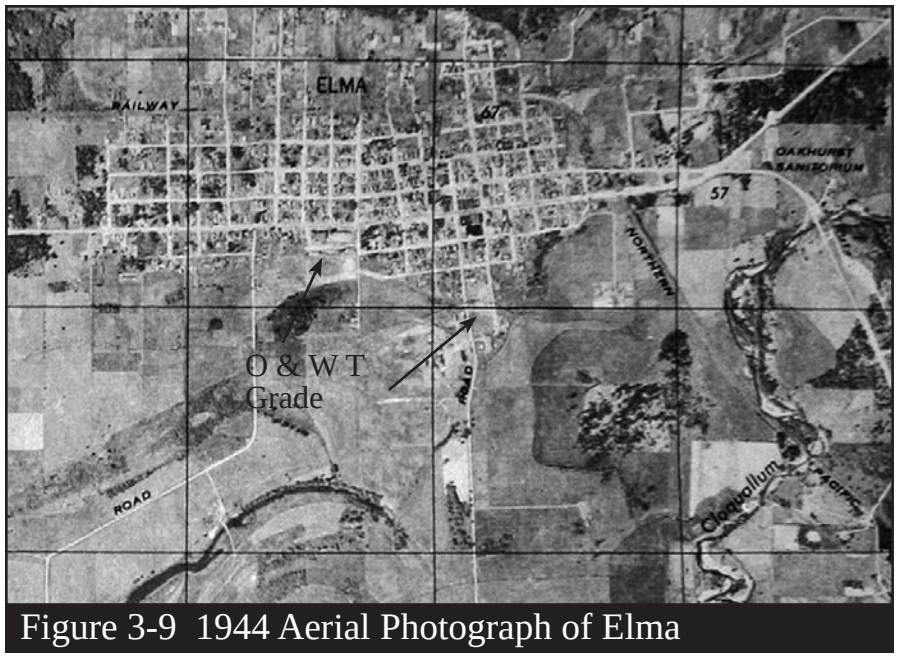


Figure 3-9 1944 Aerial Photograph of Elma

The following figures are part of "Map of the Surveyed Portion of Chehalis County, Washington Territory, 1890," from the digital collection of Washington State University. Therein, a thin solid line represented a right-of-way that either was under construction or had been merely surveyed. A hatched line indicated an operating railroad. Figure 3-10 reproduces the part of the map containing Oakville. The O & W T route was immediately north and east of the one which had been surveyed by the T O & C V. Figure 3-11 shows the "Hunt Railroad" as a thin solid line, which approached Elma from the south. The hatched line at the top of the image represented the Puget Sound & Grays Harbor Railroad, which was already in operation. West of Elma, the Hunt Railroad right-of-way crossed to the north side of the P S & G H. The map does not clearly state the name of the third visible right-of-way, west of Elma (indicated by another thin solid line). However, Figure 3-12, which displays the territory around Montesano, suggests that it was the Tacoma, Olympia & Pacific Railroad. That railroad had commissioned a survey but never constructed any track under its own name. This figure also confirms that the P S & G H operated no farther west than Montesano.

Figure 3-13 demonstrates Hunt's graded right-of-way through Aberdeen. George Washington Hunt had business commitments from several land owners in that city, conditional upon getting the O & W T into operation. His railroad was surveyed as far west as Grays Harbor City. A 6,600 foot wharf was actually built there, anticipating a railroad that never arrived.

Figure 3-10 1890 Railroad Grades at Oakville, WA

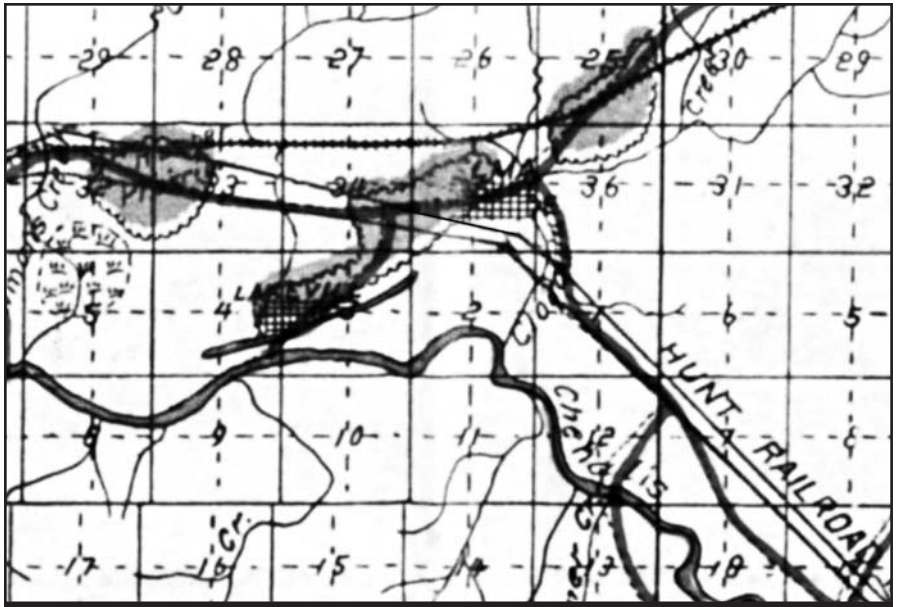


Figure 3-11 1890 Railroad Grades at Elma, WA

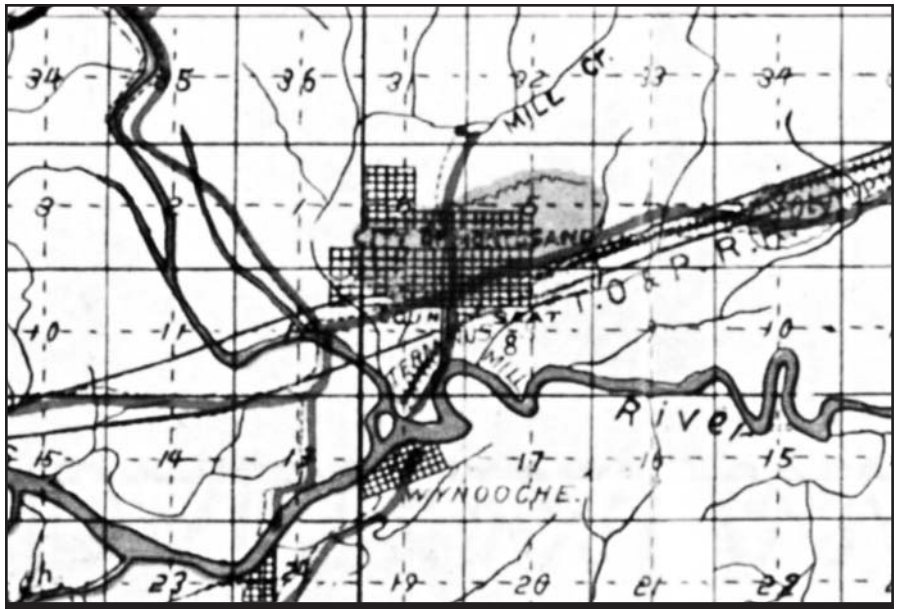
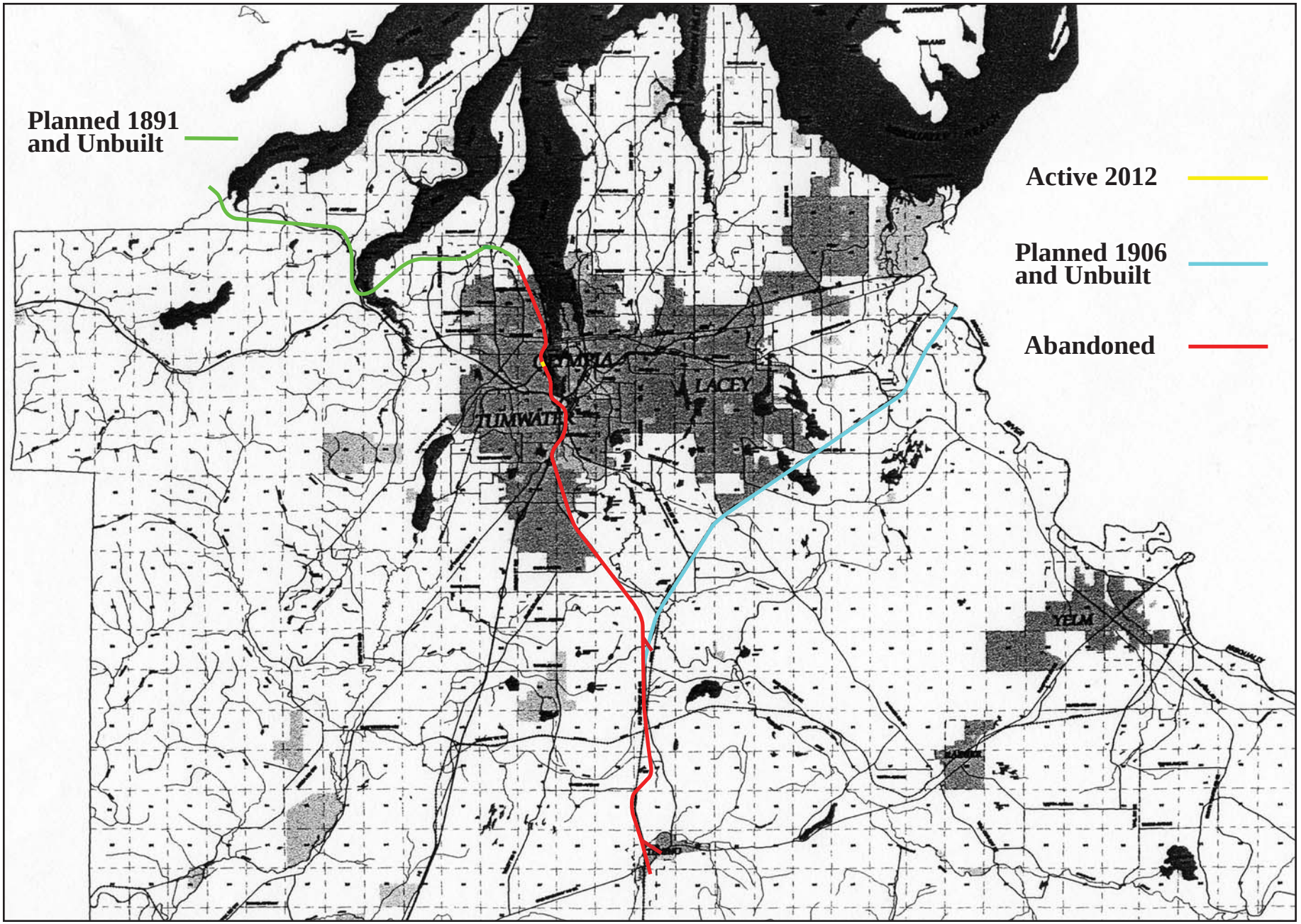


Figure 3-12 1890 Railroad Grades at Montesano, WA

Figure 3-13 1890 Railroad Grades at Aberdeen, WA

Less than two years after ground was broken for the western Washington part of the O & W T, this segment of the Hunt empire had become irrelevant. The Northern Pacific was providing regular service to Grays Harbor, and Hunt's system was bankrupt. Soon the Oregon & Washington Territory Railroad began a very successful move toward obscurity.



Route Map of the Port Townsend Southern Railroad

4

Port Townsend Southern Railroad

Few contemporary residents of Thurston County are familiar with the railroad that eventually carried the Port Townsend Southern name. When it commenced operating in 1878, it was called the Olympia & Tenino Railroad (O & T). As such, it was a sentimental favorite of the many local citizens who assisted in its formation. Delusions of Grandeur, The Olympia & Tenino Railroad is devoted entirely to this line. That book contains a more detailed history than can be presented here.

The Port Townsend Southern Railroad Company was incorporated 28 September 1887. Its owners proposed to build south from the city of Port Townsend, in Jefferson County, and ultimately to expand the line into a transcontinental carrier. The Initially constructed track only reached twenty seven miles, to Quilcene. Thereafter, the company turned its attention to acquisition of the above mentioned, pre-existing railroad between Olympia and Tenino.

The Olympia & Tenino Railroad was a narrow gauge line. It was built in response to the selection of Tacoma, as opposed to Olympia, as the Puget Sound terminal for the Northern Pacific Railroad. When the O & T opened for business, Olympia finally had a rail connection to the rest of the United States. The company's name was changed to the Olympia & Chehalis Valley Railroad (O & C V) in August of 1881. This reflected a planned expansion of the mainline toward Grays Harbor, which never materialized. Throughout the time that this right-of-way connected Olympia and Tenino (successively, the O & T, O & C V, and the Port Townsend Southern) the line remained approximately fifteen miles long. During some of that time, lengthy spurs reached into the surrounding countryside.

During 1889, the Port Townsend Southern agreed, in principle, to buy the O & C V. After the sale took place, the latter line became the Southern Division of the Port Townsend Southern, while the right-of-way between Port Townsend and Quilcene was designated as the Northern Division. Operation of the Southern Division by the Port Townsend Southern began on 10 September 1890. Formal transfer of title for the railroad property occurred on 2 June 1891.

Along with a new name there was also a change to standard gauge, which meant that the Port Townsend Southern could interchange rail cars with the Northern Pacific at Tenino. A new station, West Tenino, was built by the Northern Pacific at the interchange point. Both railroads used the new station, in an agreement similar to the one which governed their joint use of the original station in that city.

The Port Townsend Southern always planned to connect its Northern and Southern Divisions. In 1891, the process was started by completing a three mile extension to the north, from West Olympia. After this track reached as far as the south side of what is currently the Old Port community, funds for additional construction dried up. The three miles of rail were removed in 1894. Linkage between the two divisions of the Port Townsend Southern was never accomplished.

The Northwestern Improvement Company, a wholly owned subsidiary of the Northern Pacific Railroad, leased the entire Port Townsend Southern in 1902. Subsequently, the Port Townsend Southern served as a puppet for the thinly veiled purposes of the Northern Pacific. In that regard, a survey was commissioned by the Port Townsend Southern in 1906. It proposed to link Plum Station (immediately south of the intersection of Old Highway 99 and McCorkle Road) with Tacoma. Some of this right-of-way was actually purchased. Eventually the Northern Pacific bought this surveyed line, and used it as the basis for its Point Defiance Line.

The Point Defiance Line opened in December of 1914. Between Tenino and a crossing of McDuff Road, construction of this new track obliterated much of the old Port Townsend Southern right-of-way. North of McDuff Road, the Point Defiance Line followed a right-of-way that gradually diverged from the pre-existing Port Townsend Southern. At a new (second) Plumb Station, a connection with the residual portion of the Port Townsend Southern (from the new Plumb Station to West Olympia) established through service from the Point Defiance Line into downtown Olympia. However, the link was short-lived. It only lasted from December, 1914 through January of 1916. All rail service ceased on the portion of the Port Townsend Southern, north of the new Plumb Station and south of Tumwater, on 12 January 1916. This was less than two weeks after the Union Pacific began operating into Olympia, using its connection to the Point Defiance Line at East Olympia.

Although the Northern Division of the Port Townsend Southern remained viable for many years, 1916 was the effective end of the Southern Division. The residual part of the mainline (designated by the Northern Pacific as its Tumwater Spur) still

reached from West Olympia to Tumwater. It continued to serve the original Olympia Brewery building and the Tumwater Lumber Mills Company. Several years later, in April of 1944, there had been no significant traffic on the Tumwater Spur since 1938, and the southernmost part of that track was taken up. Figure 4-1 is part of Northern Pacific Railroad AFE 71-43, which authorized the removal. Between 1949 and 1952, Capitol Lake, Deschutes Parkway, and a dam on Fifth Avenue were constructed. This necessitated removing more of the remaining Tumwater Spur (the part south of present day Marathon Park). In modern times there are still rails on a few hundred feet of the original Port Townsend Southern right-of-way, north of Marathon Park.

Tenino is where we shall begin exploring the path of the Port Townsend Southern. Figure 2-14 on page 16 is a Northern Pacific Railroad map. It demonstrates both the earlier Olympia & Chehalis Valley, and the later Port Townsend Southern grades in Tenino. This map was made before the Point Defiance Line was constructed. Figure 4-2 is a 2001 photograph taken from Lincoln Avenue in Tenino. In this view toward the southeast, the visible house stands on the Olympia & Chehalis Valley grade. Northwest of that position, the railroad passed through the current location of Tenino High School. Farther northwest, Figure 4-3 faces southeast from a point on McDuff Road, approximately 200 yards north of Fenton Avenue. There the grade descended downhill, into Tenino.

Figure 4-2 2001 View Southeast over Lincoln Avenue

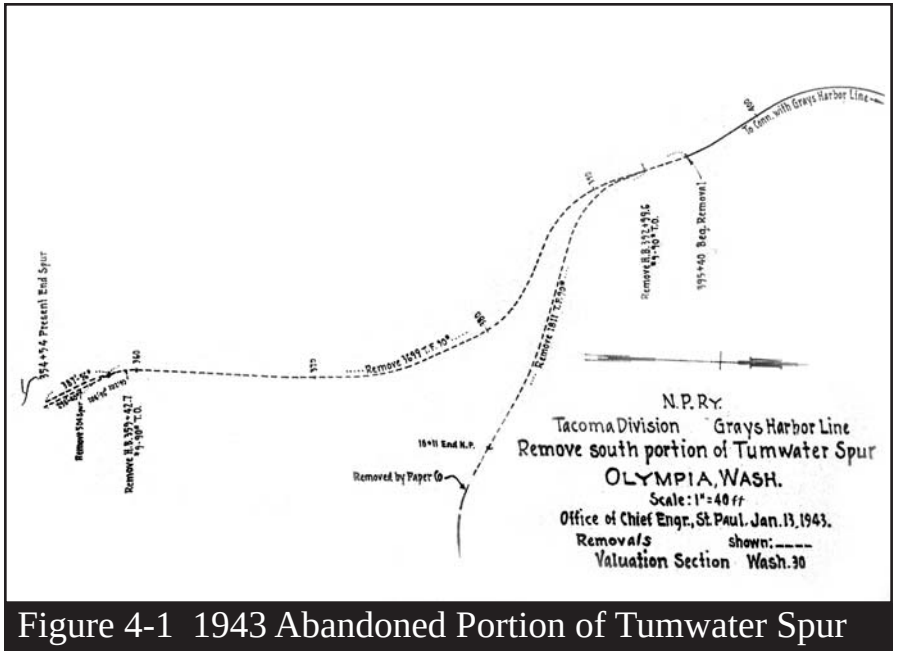

To Conn. with Grays Harbor Line
Remove 1595 ± F 10°
Remove 1917 ± F 10°
Remove B.B. 1732+956 45°-10° T.O.
1955+40 Beg. Removal
Removed by Paper Co.
N.P.Ry.
Tacoma Division Grays Harbor Line
Remove south portion of Tumwater Spur
OLYMPIA, WASH.
Scale: 1" = 40 ft
Office of Chief Engr., St. Paul, Jan. 13, 1943.
Removals shown: ____
Valuation Section Wash. 30

Figure 4-1 1943 Abandoned Portion of Tumwater Spur

Figure 4-3 2001 View Southeast from McDuff Road

Figure 4-4 2001 View West at 2929 McDuff Road

Figure 4-5 2001 View South at Site of Gilmore Station

Moving north, at 2929 McDuff Road, Figure 4-4 reveals the Port Townsend Southern grade, still visible there. Farther north, McDuff Road curves west. About halfway around that curve, the road crosses the abandoned Port Townsend Southern grade. After negotiating the curve, McDuff Road crosses to the west side of the current Burlington Northern-Santa Fe tracks. Beyond the crossing, look for the site of Gilmore Station. Used by both the O & T and the O & C V, it disappeared when the Point Defiance Line was built. The station was located approximately 700 feet south of the current railroad crossing, at approximately the position of the locomotive seen in Figure 4-5, a 2001 photograph. Figure 4-6 is courtesy of the Washington State Capitol Museum and was made at about the same position as Figure 4-5. Reportedly made in 1904, Figure 4-6 shows a southbound passenger train passing Gilmore Station.

Continuing north, the old grade can be seen easily where it crossed Angus Drive. Figure 4-7 looks north at 2904 Angus Drive, where an automobile was parked on the right-of-way. At one time, Whittaker Station was located here, to the right of the place where the vehicle is seen. Whittaker Station was also the location of a sheep loading facility. Figure 4-8 comes from the 1909 Thurston County Engineer's Road Map. Camp # 5 was the designation of a station where the McIntosh & Swan Logging Company railroad connected with the Port Townsend Southern.

Farther north, on Old Highway 99 (north of the undercrossing of the Burlington Northern-Santa Fe Railway) the abandoned Port Townsend Southern grade lies immediately west of the county highway. It is highly visible along that one mile segment of road. The right-of-way is no longer visible at the place where Plumb Station stood. The location was immediately south of the intersection between McCorkle Road and Old Highway 99. Just north of McCorkle Road, the Port Townsend Southern built (c. 1914) a railroad bridge over Old Highway 99. It connected to the Point Defiance Line, after the Port Townsend Southern was abandoned south of that location. The bridge was removed after the entire Port Townsend Southern was abandoned, as far north as Tumwater, in January of 1916. A bridge abutment is still visible in Figure 4-9, a 2009 photograph facing east, immediately north of McCorkle Road.

Follow the course of the railroad north on Old Highway 99 and turn west on 93rd Avenue, then south on Sheldon Road. Figure 4-10 is a 2001 view southeast, approximately 200 yards south of the intersection between 93rd Avenue and Sheldon Road. Here the grade emerges from the woods. Since this picture was made, the forest in this area has been logged off. Farther north, Figure 4-11 is a 2009 view west toward the right-of-way that runs behind the residence at 9225 Old Highway 99. A few hundred yards farther north, Old Highway 99 begins to occupy the former railroad grade.

Figure 4-6 1904 View Southeast at Gilmore Station

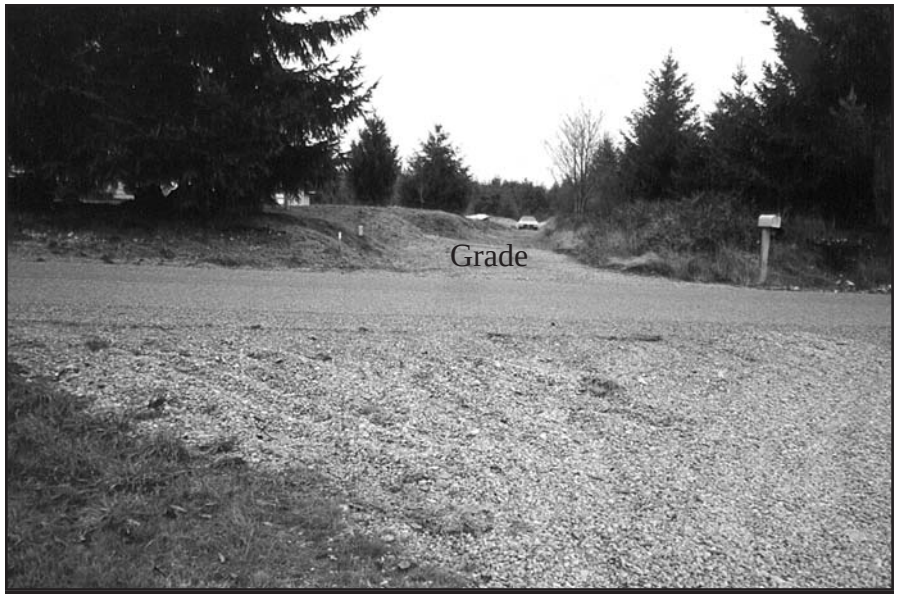


Figure 4-7 2001 View North at Site of Whittaker Station

The abandoned right-of-way follows the highway north to the intersection with Bonniewood Drive. North of that point, the railroad grade follows Bonniewood Drive to its termination at East Dennis Street. There, the right-of-way continued farther northwest in a straight line. Eventually it merged with what has become modern day Capitol Boulevard, at a point immediately south of East Lee Street. Farther north still, construction of Interstate 5 and Capitol Boulevard has made it difficult to pinpoint the previous location of the Port Townsend Southern. Figures 4-12 and 4-13 can be used to locate the right-of-way of the railroad. These figures also display the path of the graded (but never completed) Portland & Puget Sound Railroad. Figure 4-14 is an aerial photograph of some of the region covered by the preceding two figures.

Figure 4-15 is a 2007 photograph which looks southwest along the Port Townsend Southern right-of-way. It was made on the east side of Capitol Boulevard, north of the State Farm building at 4780 Capitol Boulevard. Progressing farther north, Figure 4-16 is a view south along the grade. The Portland & Puget Sound Railroad pathway is also visible. Somewhat north of the place where Figure 4-16 was obtained, Figure 4-17 was made facing east (toward Tumwater Valley) while standing on the Port Townsend Southern right-of-way. The Portland & Puget Sound grade is visible in the background.

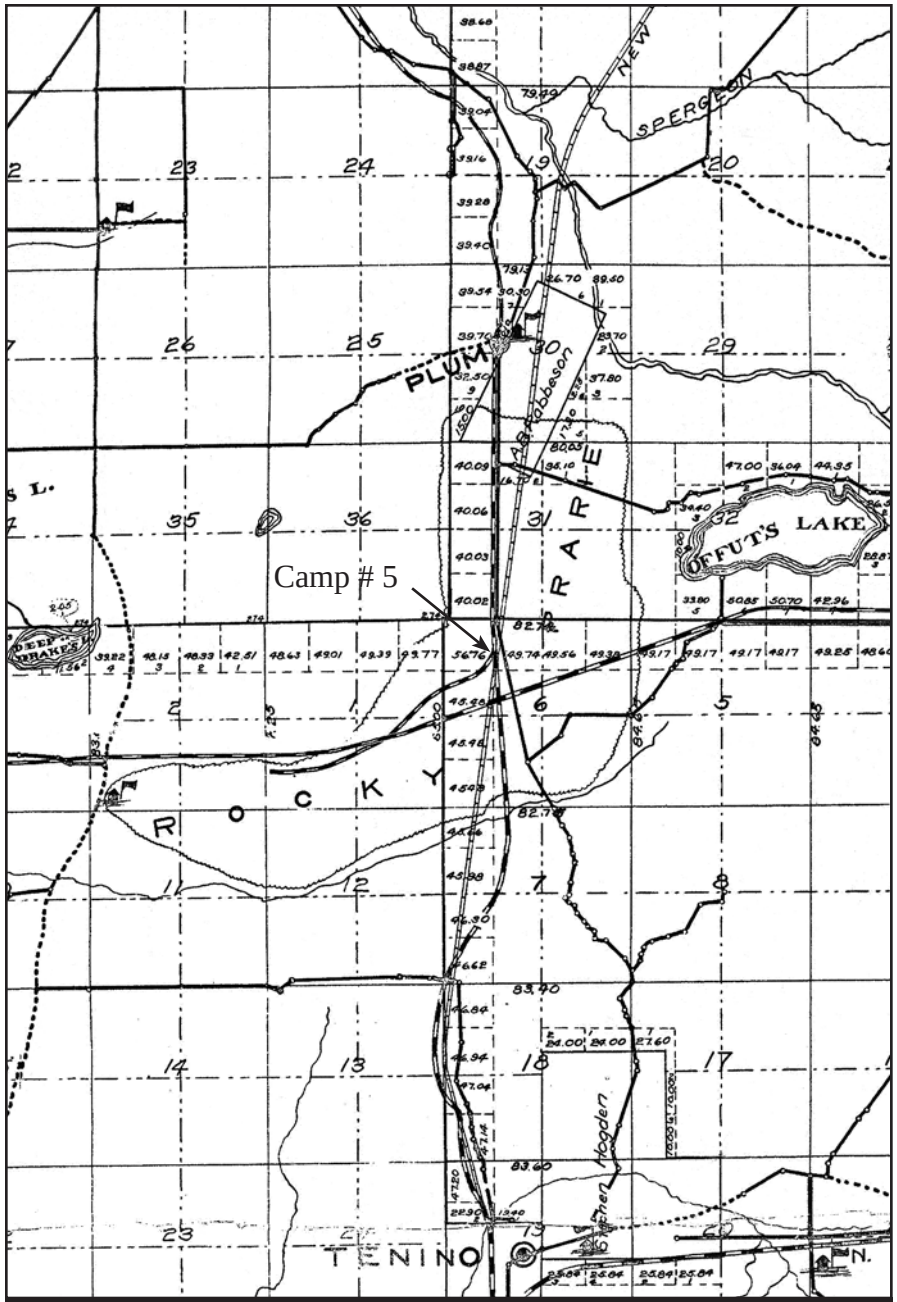


Figure 4-8 1909 Thurston County Engineer's Road Map

Continuing north, the eastern half of the Falls Terrace Restaurant was built over land previously occupied by the Port Townsend Southern. Figure 4-18, obtained south of the restaurant, is a view north toward that establishment. In the foreground is a small remaining part of the grade. The Henderson House Museum provided Figure 4-19, which was made from the approximate place where the Falls Terrace entrance is located today. Figure 4-20 is a 2001 photograph taken from the east side of the same building. North of the restaurant, Figure 4-21 is another 2001 picture taken looking north, under the Custer Way Bridge. Figure 4-22 is also courtesy of the Henderson House Museum. The Gelbach Flour Mill is visible in this pre-1890 view toward the south. The embankment on the right side of this picture is the same one visible on the left side of Figure 4-21.

Figure 4-10 2001 View Southeast at Sheldon Road

Figure 4-9 2009 View West toward Bridge Abutment

Figure 4-11 2009 View West at 9225 Old Highway 99

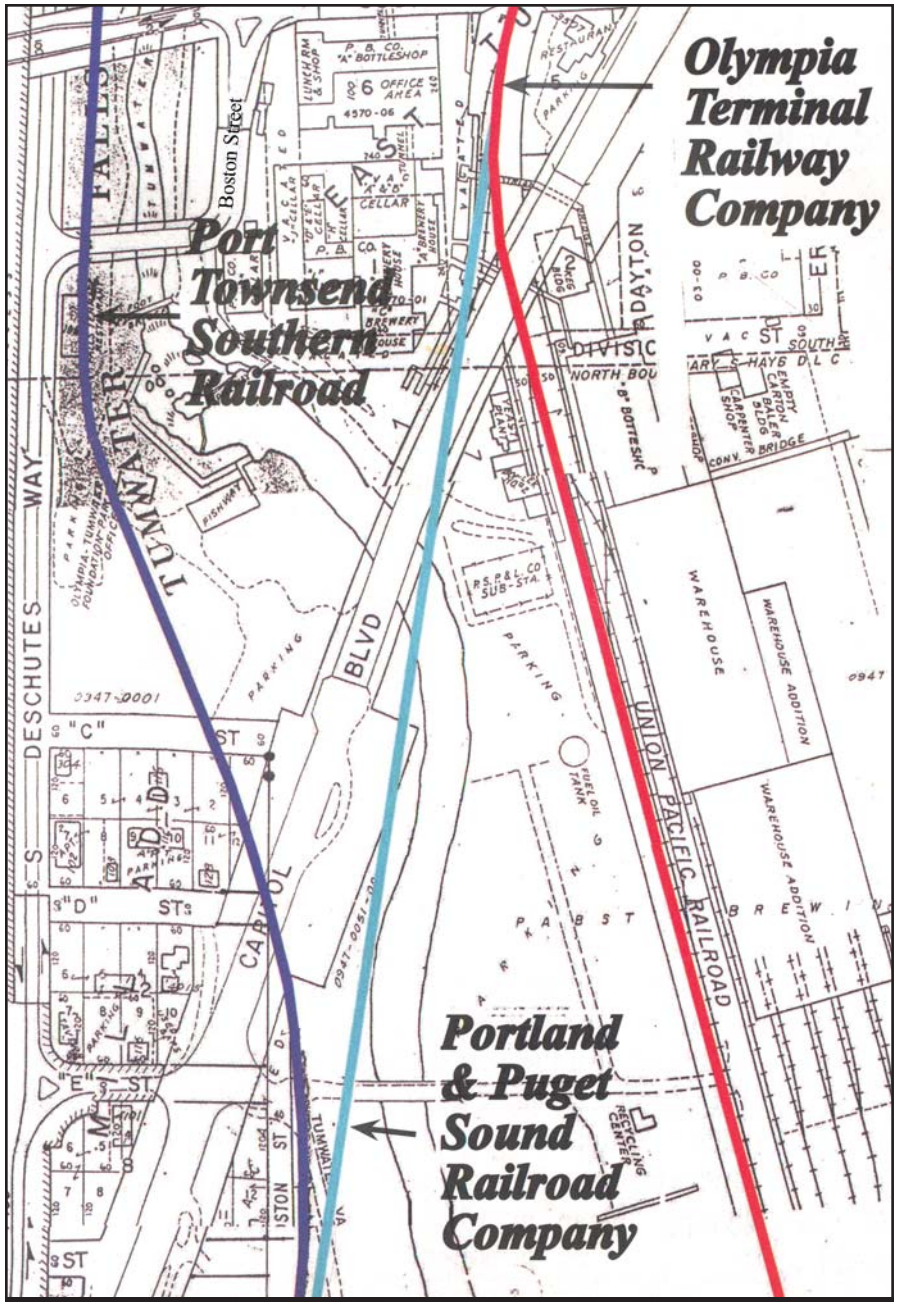


Figure 4-12 Grades near Boston Street in Tumwater

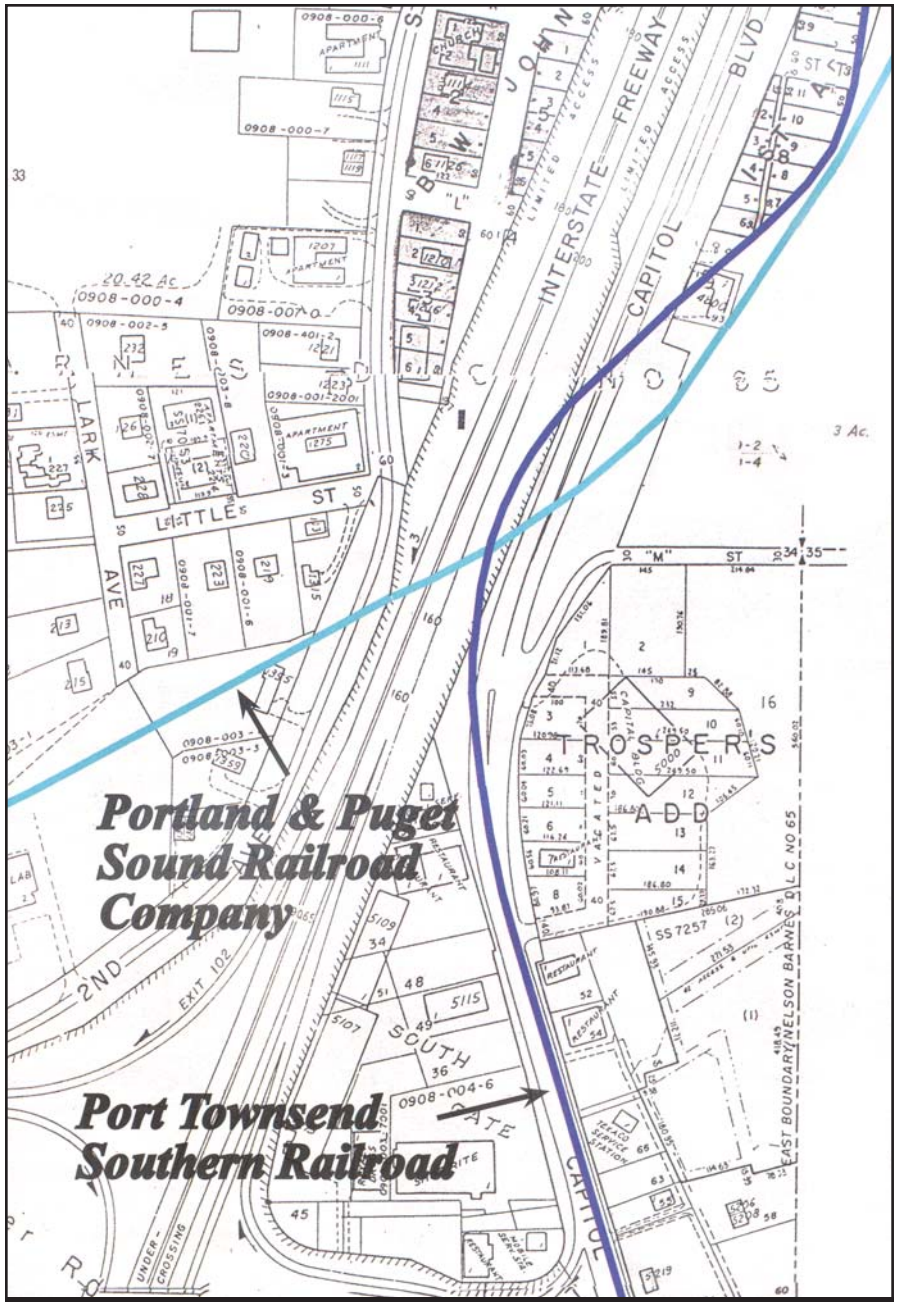


Figure 4-13 Grades North of Trosper Road in Tumwater

Figure 4-14 2007 Aerial Photograph of Tumwater

There is no sign of the Port Townsend Southern roadbed at the northern end of Tumwater, where construction of Interstate 5 and Highway 101 has obliterated it. The same is true for the spur line that served the old Olympia Brewery. That spur ran through what is now Tumwater Historical Park and bridged over the Deschutes River. The bridge carried rail traffic as late as the 1920s and then was converted for use by motor vehicles. It was damaged irreparably by a flood on 16 January 1974, and subsequently removed.

A short drive northwest on Deschutes Parkway, along the west side of Capitol Lake, brings you to the Capitol Interpretive Center. There, Figure 4-23 was made facing west. The grade is about halfway up the bank, but descends as it progresses farther north. The right-of-way has reached street level at Warren's Point, where the Parkway intersects with Lakeridge Drive. The original 1878 plan was to have the railroad cross Percival Cove, from Warren's Point to Percival's Point, then run on land from there to a terminal immediately north of the 4th Avenue Bridge. But property owners along this route objected. The result was that the Olympia & Tenino Railroad was built on pilings between Warren's Point and the bridge. Figure 4-24, "Bird's Eye View of Olympia" is an 1879 lithograph by Eli S. Glover. It is presented courtesy of the Washington State Capitol Museum. The route, using pilings between Warren's Point and the 4th Avenue Bridge, is depicted.

Figure 4-15 2001 View SW toward 4780 Capitol Blvd.

Port Townsend Southern Railroad

Figure 4-16 2001 View South in Tumwater

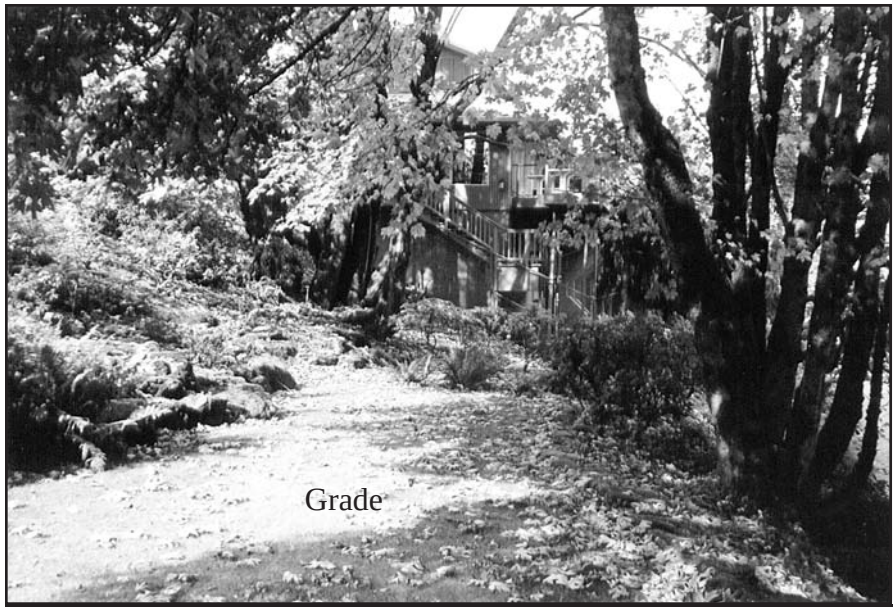


Figure 4-18 2001 View North toward Falls Terrace

Figure 4-17 2001 View West in Tumwater

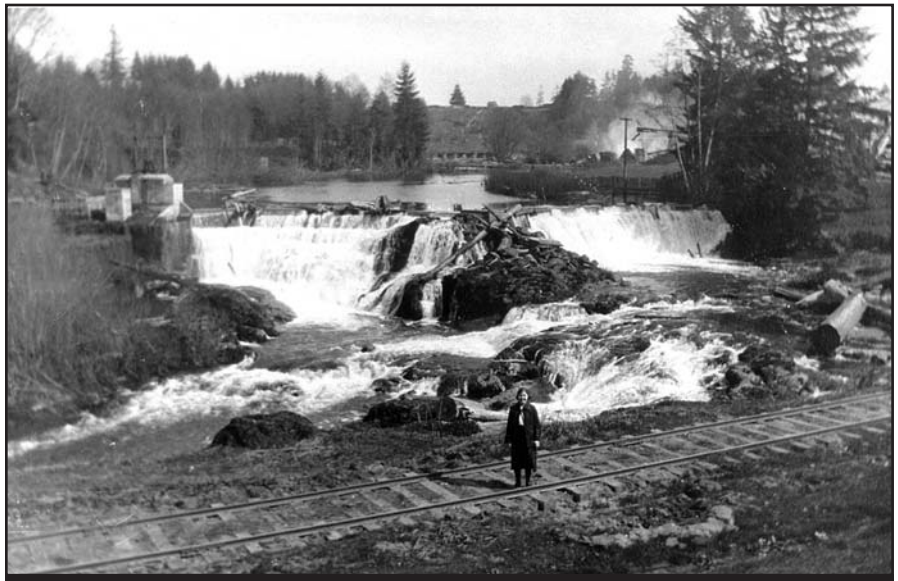


Figure 4-19 Post-1916 View East at Upper Falls

Figure 4-20 2001 View East at Upper Falls

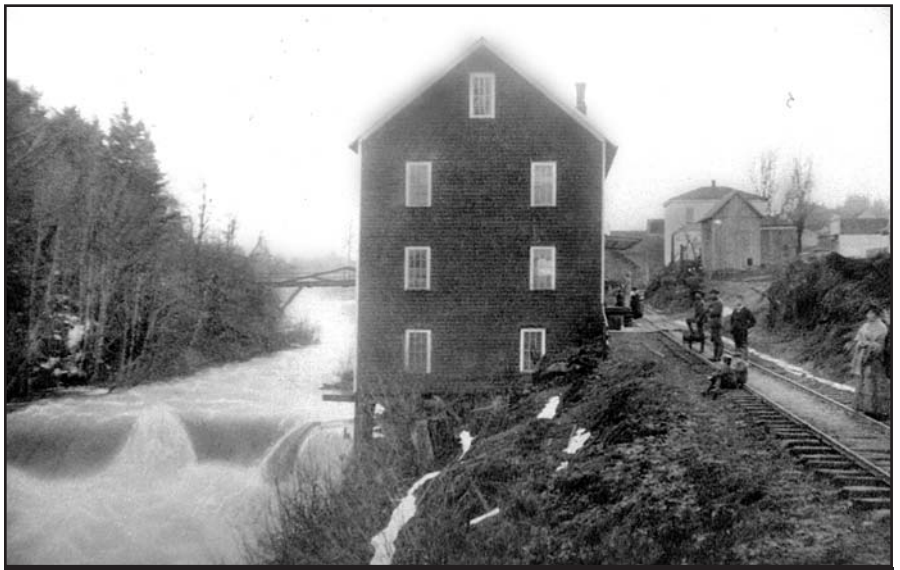


Figure 4-22 Pre-1890 View South at Middle Falls

Figure 4-21 2001 View North, under Custer Way Bridge

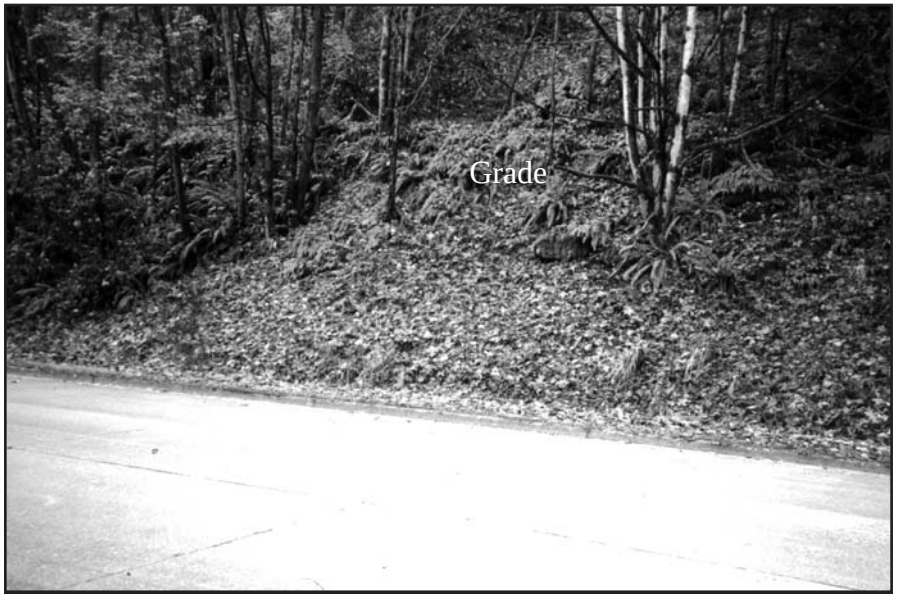


Figure 4-23 2001 View West from Deschutes Parkway

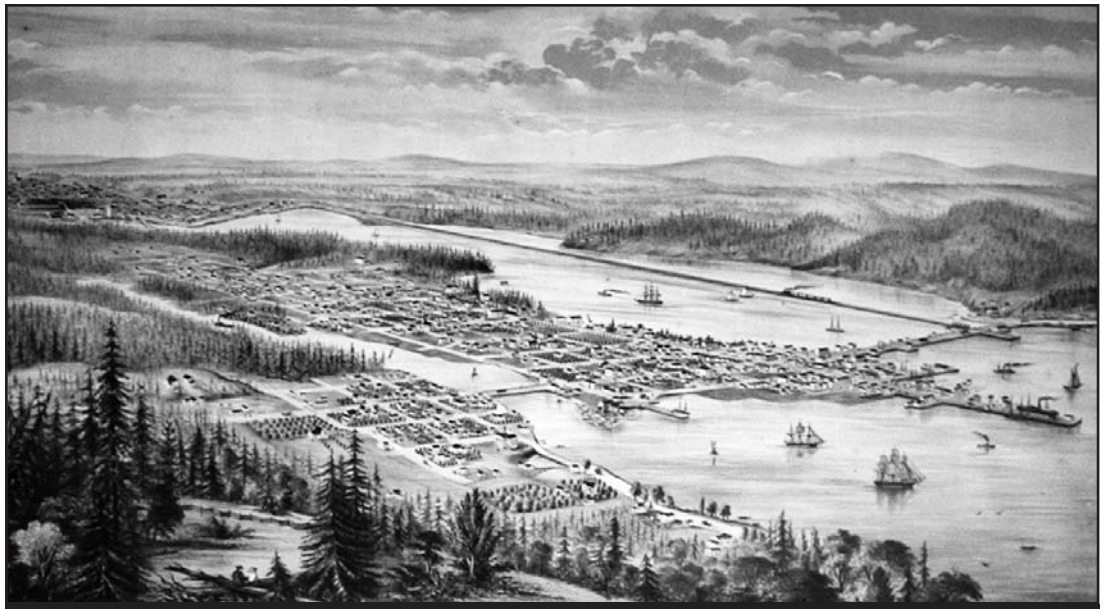


Figure 4-24 1879 Bird's Eye View of Olympia and Tumwater

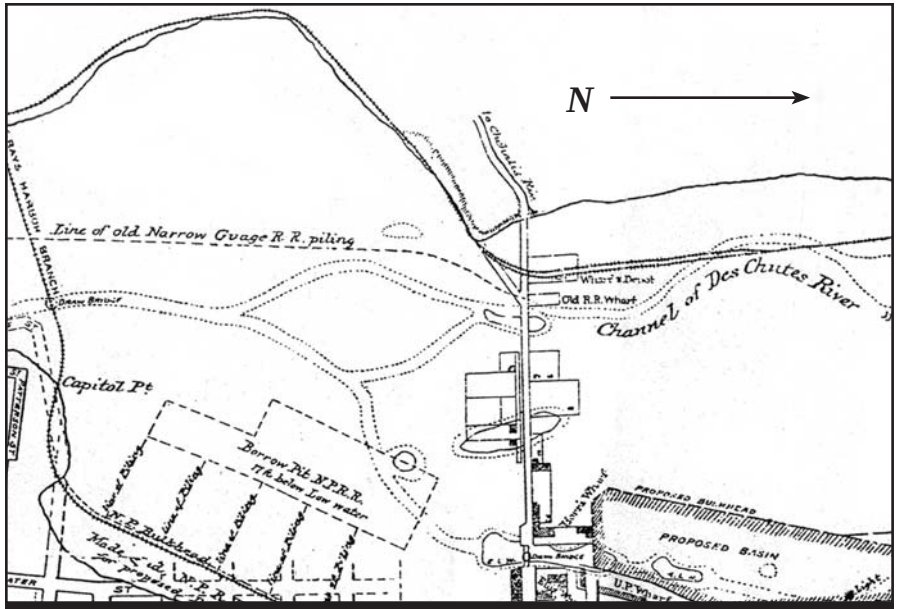


Figure 4-25 1891 Map, *Olympia Harbor, Washington*

Pilings used in that era had no preservative and deteriorated rapidly while in contact with salt water, which contained a type of worm that infested submerged wood. Eventually, the originally proposed pathway between Percival's Point and the 4th Avenue Bridge was secured. In 1886, Samuel Percival sold this dry land right-of-way to the Olympia & Chehalis Valley Railroad. Research directed at this particular segment of the railroad resulted in significant revision of the present chapter. Figure 4-19 of the First Edition was said to have been an undated picture of several Port Townsend Southern engines on the west side of Budd Inlet. This photograph was labeled as such when viewed many years ago at the Washington State Capitol Museum. After publication of the First Edition, a reliable source has argued (successfully, I believe) that this photo actually contained Columbia & Puget Sound Railroad locomotives and was made near Renton, Washington on 4 July 1889.

The Olympia Station used by the Olympia & Tenino Railroad was on the north side of the 4th Avenue Bridge. It is identified as "Old R. R. Wharf" in the 1891 map titled *Olympia Harbor, Washington*, which is displayed in Figure 4-25. After 1886, the Olympia & Chehalis Valley Railroad built a new station on the west shore of Budd Inlet, immediately southwest of the 4th Avenue Bridge. It is visible in Figure 4-26, which is part of the 1890 *Whitham & Page's Map of Olympia & Surroundings*. When the Port Townsend Southern acquired the line, it constructed yet another station. This one was once again north of the 4th Avenue Bridge, but somewhat west of the site used by the Olympia & Tenino Railroad. It is the subject of the illustration on page 55. It also appears in Figure 4-27, which is courtesy of the Washington State Historical Society. The photograph in this figure was made sometime after 1899 when the Mason County Logging Company, at Bordeaux, began using a log dump north of the station. This view is toward the north, across the west approach to the 4th Avenue Bridge. Late in 1902, the Port Townsend Southern came under control of the Northern Pacific Railroad. Thereafter, passenger trains of the former line used the Northern Pacific's Water Street Station and the Port Townsend Southern Station became a scale house for the log dump.

The rails north of the 4th Avenue Bridge were the origin for three mile of new track completed by the Port Townsend Southern in 1891. This was an initial step in closing the gap between the Northern and Southern Divisions of the railroad, and a tiny part in the company's overall plan to build a transcontinental line. But Tacoma and Seattle already had excellent deep water ports. Those cities were significantly easier to reach, from the east, than Port Townsend. The company's dream of becoming a transcontinental carrier was never fulfilled. After the Panic of 1893, it

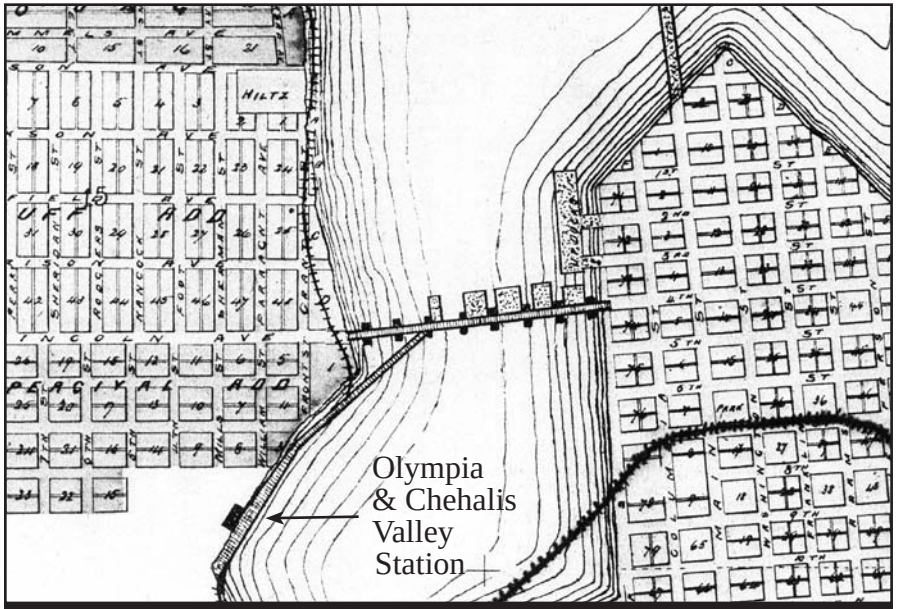


Figure 4-26 1890 *Whitham & Page's Map of Olympia*

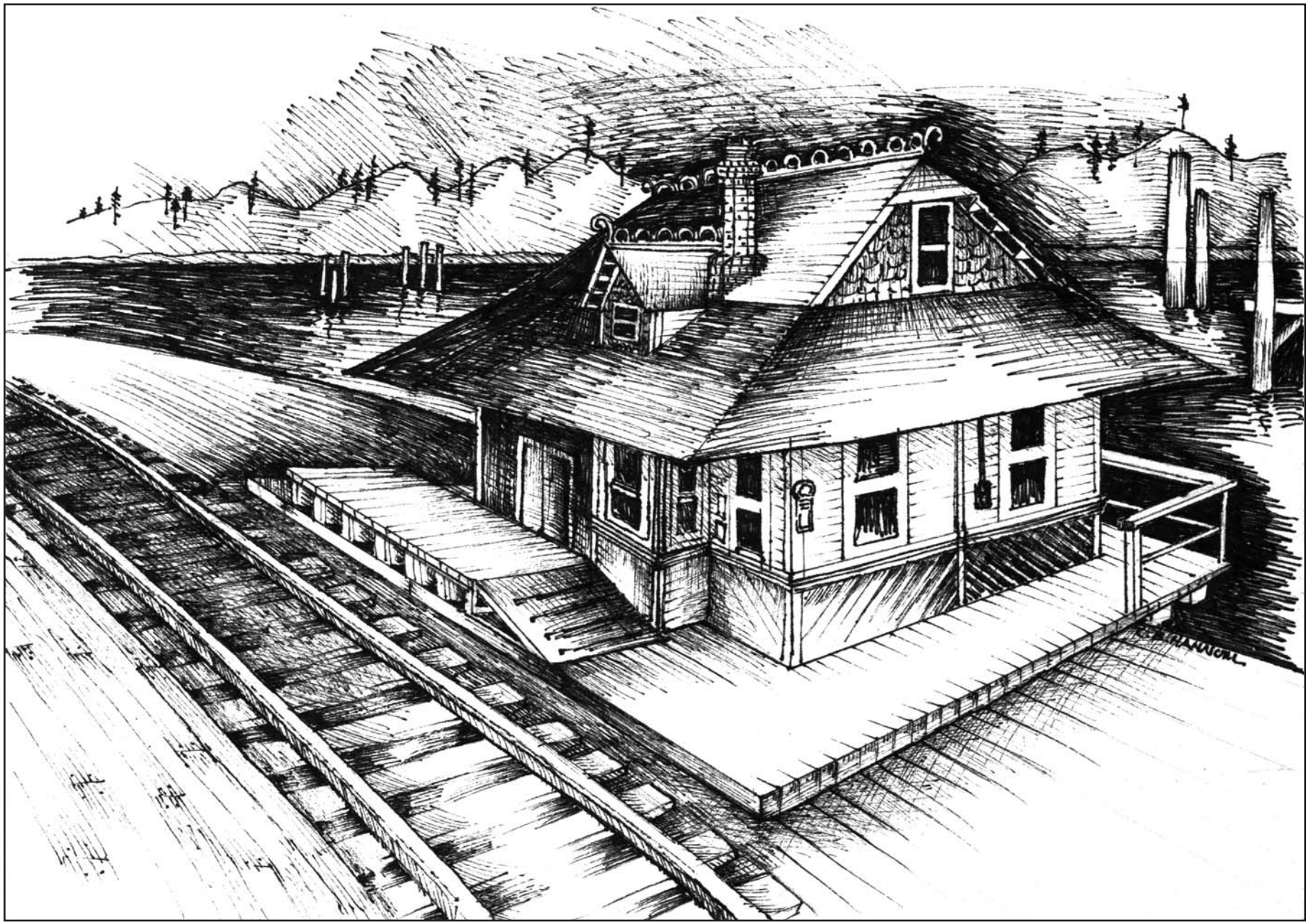
was clear that the northern extension, on the west side of Budd Inlet, had no value. The useless track was pulled up, all the way back to a point south of the present day West Side Marina. Figure 42-3, from the Weyerhaeuser Archive, includes the entire length of that abandoned grade. Figure 4-28 is part of a Northern Pacific Plat Map of the Port Townsend Southern right-of-way through West Olympia.

Only a few parts of the long-gone northern extension are visible today. Figure 4-29 is a photograph made facing west along West Bay Drive approximately 500 feet north of the place where that road separates from Harbor View Drive. The grade is about 12 feet up the bank. Farther north, at 2003 West Bay Drive, hillside excavation at Dunlap Towing has removed much of the right-of-way. It can still be seen, however, on the north side of the excavation. Figure 4-30 is a 2001 photograph looking north, where a cut for the railroad is visible in the rim of the remaining, undisturbed hill. Continuing north, Figure 4-31 is a view south along 25th Avenue, which uses the old grade.

A bit farther north, at 1824 27th Avenue, Figure 4-32 discloses a remnant of the railroad on the right side of this view toward the south. Farther north still, the three mile extension ended at the north end of a high fill, at the southern end of Anchor Lane, in the community of Old Port. This is near the former location of Brown's Wharf, Olympia's first real port facility. A field map which includes Brown's Wharf is presented in the back end-papers of this book. It was kindly provided by Fred Saeger. The map defines the relationship between the north end of the railroad, the Old Port community, and Brown's Wharf.

Benjamin Franklin Brown, an early Thurston County settler, was born in South Orange, NJ, in 1815. As a boy, his family moved to Pelly, Iowa where he married Mary Olney. Benjamin and Mary Brown arrived in Washington Territory in the spring of 1852. They settled on the west side of Budd Inlet, receiving a donation claim of 320 acres. Benjamin was the driving force behind the construction of the wharf bearing his name. It was known, at various times, as the West Side Wharf, West Olympia Wharf, Brown's Wharf and lastly, Brown's Wharf & Navigation Company. Ironically, the wharf itself was located on the donation claim of George W. French. The city of Olympia granted authorization for construction of the wharf in 1876. The city also contracted with French to build a road to the wharf. That road eventually became French Road. Page 77 of Rogues, Buffoons and Statesmen mentions that there was a logging railroad built to Brown's Wharf in 1883, but no record of such a line has been found.

In the planning stages for the northern extension, the Port Townsend Southern considered a route which would have been located on pilings for the entire distance between West Olympia and Butler's Cove. This path, had it been selected, would have been compatible with rail traffic to Brown's Wharf. However, the right-of-way, as it was eventually constructed, was upland. It was elevated at least sixty feet higher than the wharf. This precluded any commerce between the railroad and wharf. In fact, Brown's Wharf had become obsolete when Olympia's Main Street Wharf began to be used about 1888. All that remains of Olympia's first wharf, in modern times, are eighteen cedar pilings in Budd Inlet, immediately east of the Old Port community. Fred Saeger found these during an extremely low tide in July of 2001. The paired pilings were ten feet apart, and each of nine pairs was progressively fifteen feet farther from shore. Figure 4-33 looks west at uncovered stubs of wood. These are marked by stakes, and are the remnants of pilings.



Olympia Station of the Port Townsend Southern Railroad, Located North of the 4th Avenue Bridge

Port Townsend Southern Railroad

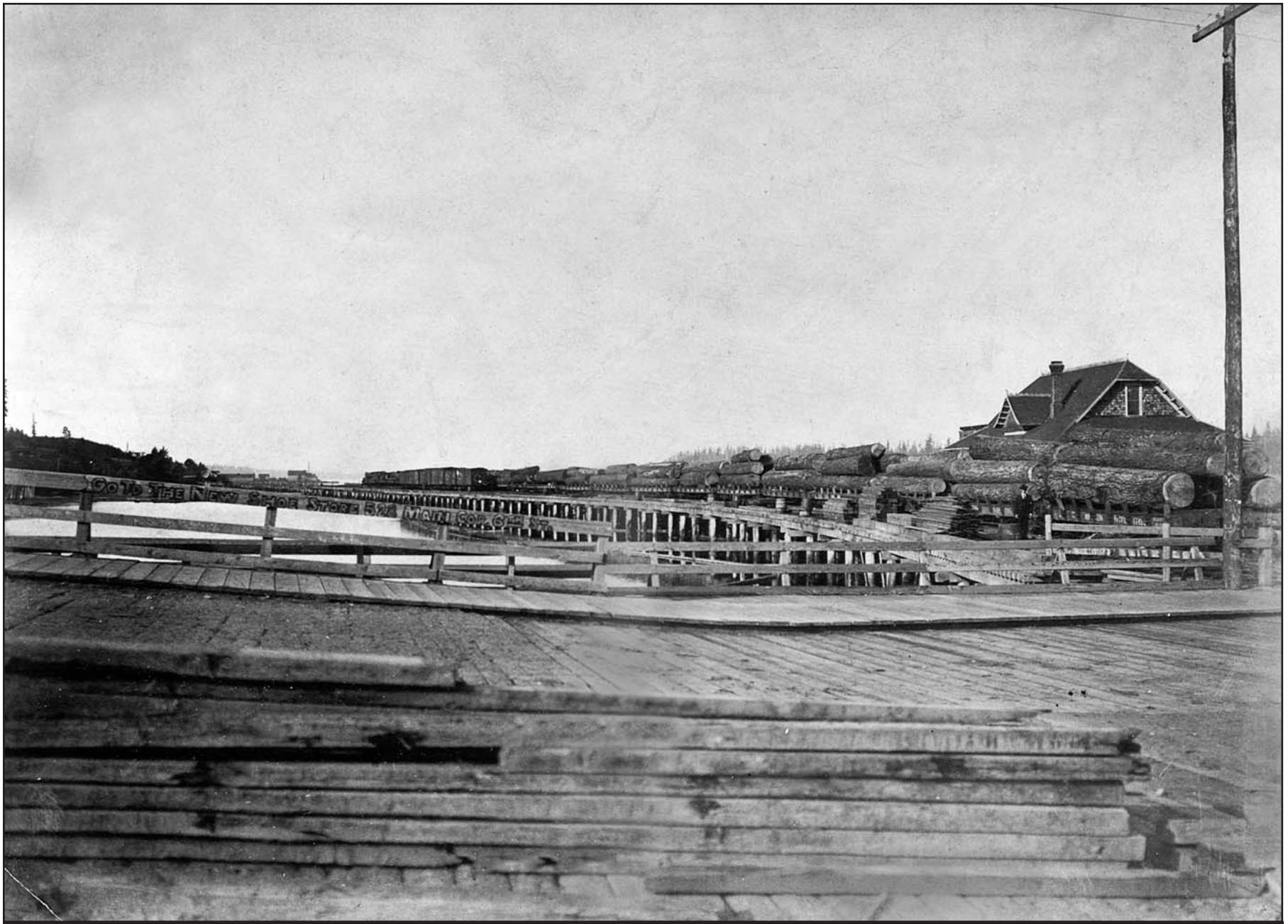


Figure 4-27 Post-1899 View North over the 4th Avenue Bridge toward Port Townsend Southern's Olympia Station

Port Townsend Southern Railroad

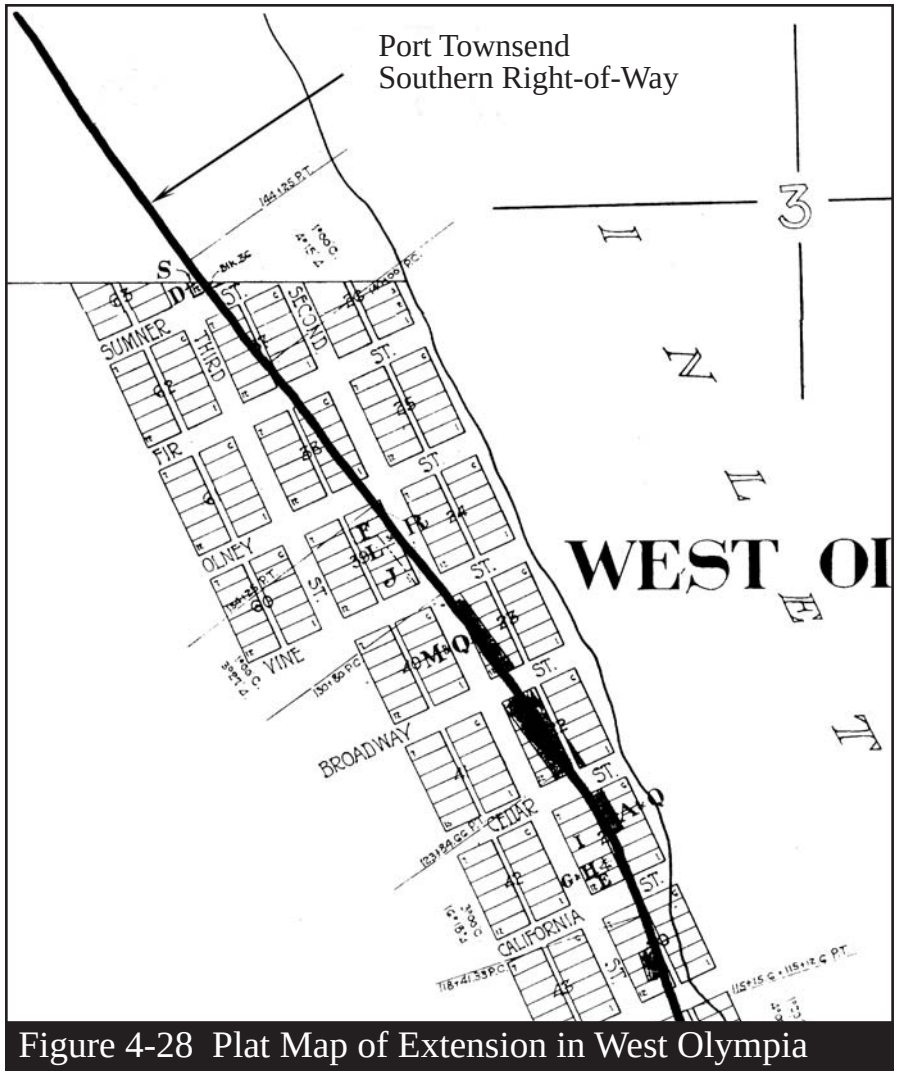


Figure 4-28 Plat Map of Extension in West Olympia

Figure 4-29 2007 View West from West Bay Drive

Figure 4-30 2001 View North from Dunlap Towing

When the First Edition of this book came out in 2001, rails still remained on several hundred yards of the Port Townsend Southern right-of-way, north of Marathon Park. By 2011, the length had contracted to just a few hundred feet. Nonetheless, Olympia's pioneer railroad is resilient. If just a small part persists, it will never have to join the ranks of railroads which are absolutely Gone, But Not Forgotten.

Figure 4-31 2001 View South along 25th Avenue

Figure 4-32 2001 View South at 1824 27th Avenue

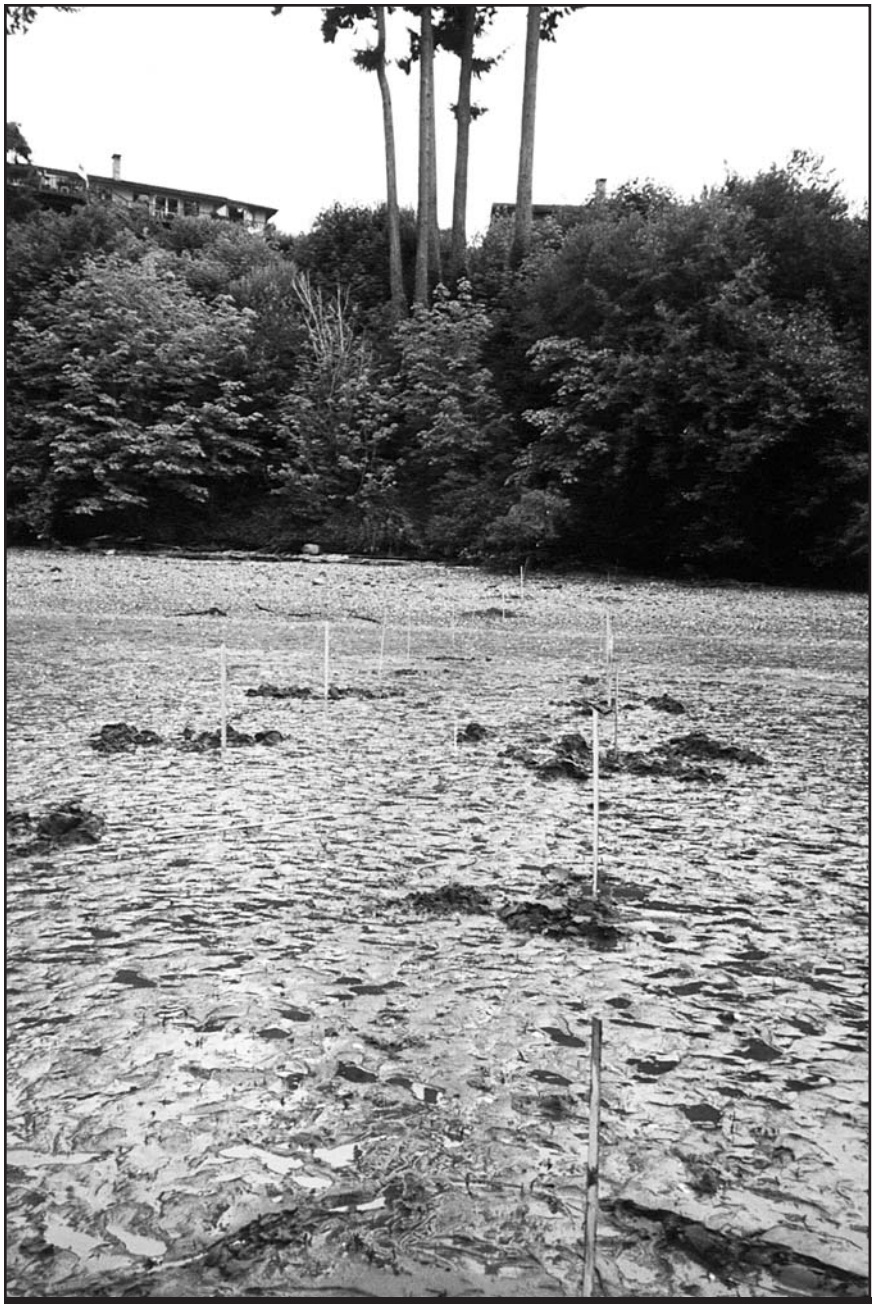


Figure 4-33 2001 View West at Site of Brown's Wharf

Port Townsend Southern Railroad

5
Union Pacific Railroad

The Union Pacific Railroad (UP) currently transports more freight through Thurston County than any other common carrier railroad. For that purpose it utilizes the county's only double-track mainline, the Point Defiance Line. In 2012, those rails stretch from Bucoda in the south, to the Nisqually River on the northeast border of the county. The Point Defiance Line is actually owned by the Burlington Northern-Santa Fe Railway. The Union Pacific has operated over it since the line was opened for traffic on 15 December 1914. Ironically, the UP has abandoned or relinquished all of its previously owned Thurston County rights-of-way. Those included a graded line between Portland and Tacoma that was never put into operation (the Portland & Puget Sound Railroad) and a surveyed but never constructed route that would have extended an existing UP line from Tono to Tacoma. Three other segments of track were fully operational at one time or another, including the rails between East Olympia and Olympia.

The Union Pacific was already well established in Portland, Oregon in 1890 when it began a long-running campaign to secure access to the Puget Sound region. Within the State of Washington, the UP initially carried on its business as the Oregon-Washington Railroad & Navigation Company. In 1924 that subsidiary was absorbed into the parent organization. The Thurston County portion of the railroad can be divided conveniently into four segments. Segment 1 was the Portland & Puget Sound Railroad (P & P S). Segment 2 linked Wabash, in Lewis County, to Tono, in Thurston County. Segment 3 began in Centralia, in Lewis County. It passed through Helsing Junction, in Thurston County, and terminated at Aberdeen, in Grays Harbor County. Segment 4 connected East Olympia with downtown Olympia.

Segment 1, the Portland & Puget Sound Railroad, was the first attempt by Union Pacific to make a connection with the growing deep water ports of Tacoma and Seattle. In 1890, the Northern Pacific was the only transcontinental railroad operating in western Washington. It held a virtual monopoly on long distance rail transportation within the state. The Union Pacific hoped to build a line north from Portland, which would be a serious competitor for the Northern Pacific. As a result, the survey made for the P & P S duplicated, in general, the route of the Northern Pacific between Oregon and Puget Sound. Figure 5-1 is part of a map issued in November, 1890 by the Union Pacific. The P & P S survey was included.

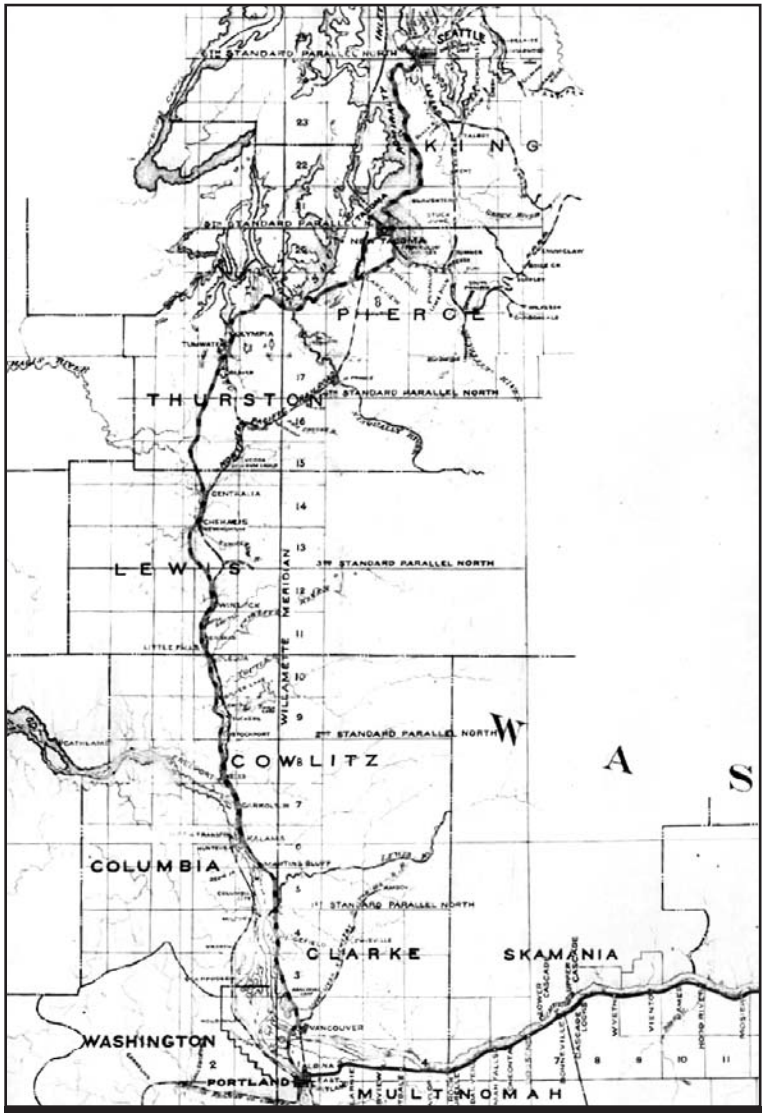
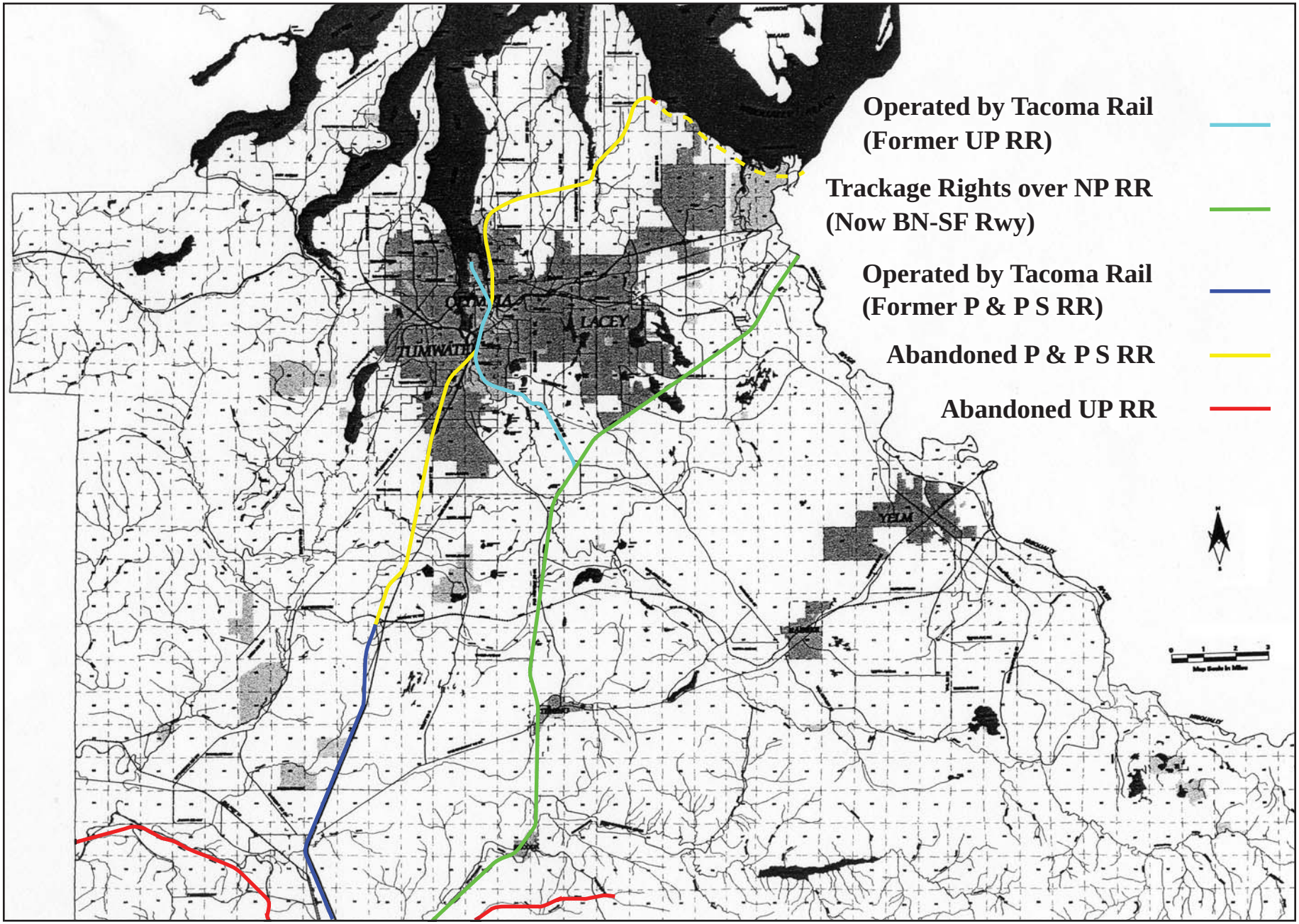


Figure 5-1 1890 Survey of the P & P S RR



Route Map of the Union Pacific Railroad

Although the entire route was surveyed and much right-of-way purchased, only 25 percent of the line was graded, and no rail was laid. Construction began in May of 1890 but was halted in December due to a number of problems. These included poor quality of the surveyed right-of-way and scarcity of funds needed to complete the financing for the project. A general economic downturn developed shortly after construction commenced, and this eventually led to the Panic of 1893. In an effort to keep the project afloat, the Union Pacific invited the Great Northern Railway (in October, 1890) to become a partner in the venture. The Great Northern desired access to Portland from its planned terminal in Seattle. Even that infusion of capital failed to save the enterprise, and the entire P & P S scheme collapsed. Because no rail was laid on this grade in the early 1890s, it could be argued that this is not truly an abandoned railroad, at least from the perspective of the UP.

The map opposite this book's title page provides a schematic representation of the Portland & Puget Sound Railroad. There, the line is labeled "Union Pacific." The portion south of Olympia may also be viewed in the 1890s map reproduced in Figure 2-32. Much of that part of the P & P S grade has been used to build other portions of Thurston County's contemporary transportation system. The Milwaukee

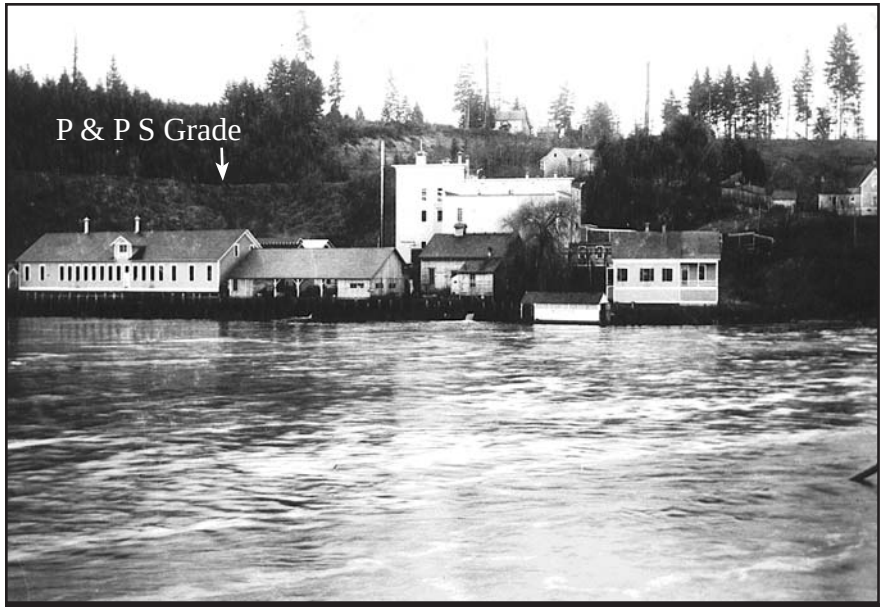


Figure 5-2 Pre-1906 View of First Olympia Brewery

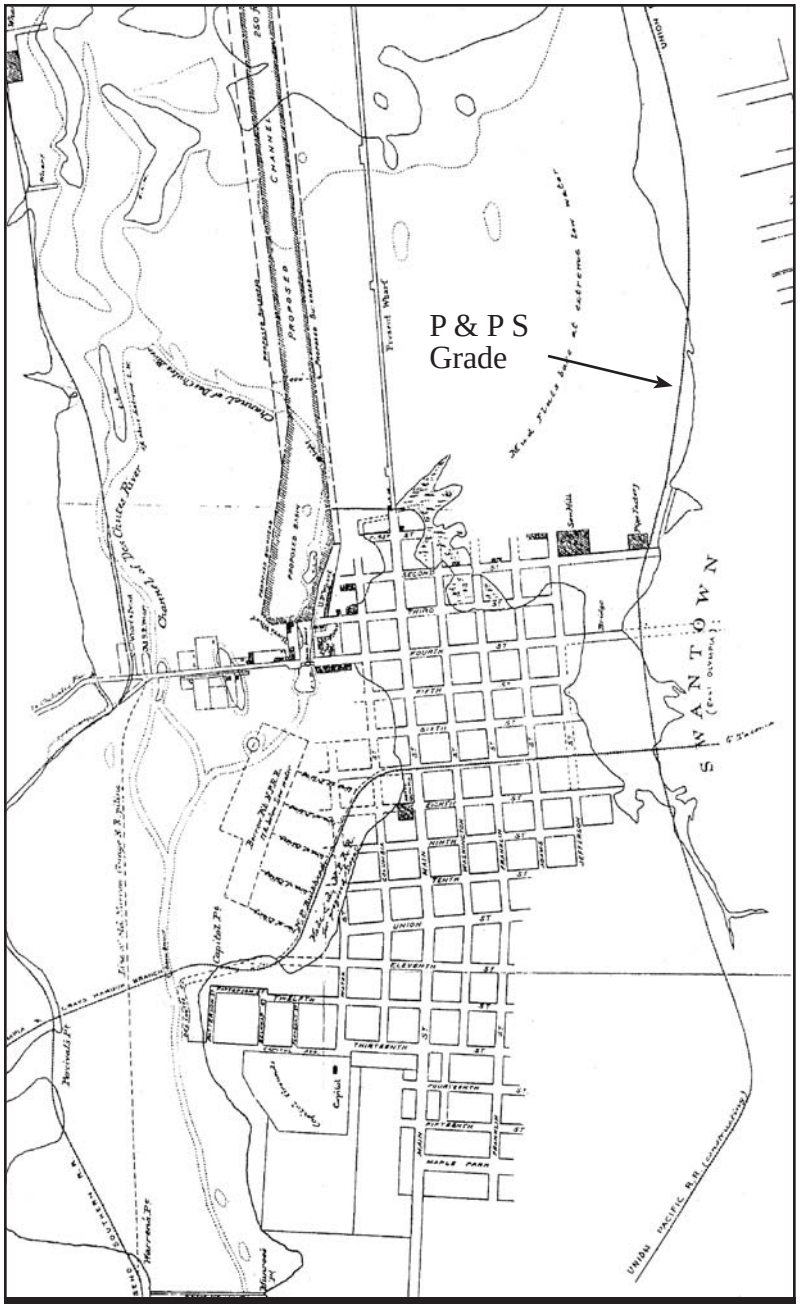


Figure 5-3 1891 Map from *Olympia Harbor, WA*

Union Pacific Railroad

Railroad eventually utilized a piece between the modern interchange of Interstate 5 at Maytown, and the city of Chehalis. That segment is currently operated by Tacoma Rail. North of the Maytown interchange, most of the P & P S grade has been incorporated into Interstate 5. The right-of-way is still visible in a few places within Tumwater, although somewhat difficult to access. Figures 4-12 and 4-13 (in Chapter 4) define the grade in that area. Delusions of Grandeur, The Olympia & Tenino Railroad contains detailed information about that part of the line.

Farther north, in Tumwater, the P & P S grade occupied the hill on the east side of original Olympia Brewery. It can be seen in Figure 5-2, a pre-1906 photograph courtesy the Olympia-Tumwater Foundation. Late in 1915, this part of the right-of-way was put into service by the Olympia Terminal Railway. Shortly thereafter, it was sold back to its original owner, the Union Pacific. Tacoma Rail operates over this track today. North of Tumwater, the railroad tunnel under Capitol Boulevard was partially excavated by P & P S workers before the project's financing ran out. The proposed route along the east side of Olympia is displayed in Figure 5-3, which comes from the 1891 map, *Olympia Harbor, Washington*. Since this grade was constructed, much of the old East Waterway has been filled in. East Bay Drive has been built over the P & P S grade between Olympia Avenue and the region immediately south of Ellis Cove. Farther north, Ames Road curves northeast as it follows the former railroad grade. Figure 5-4 is a document from Thurston County Roads & Transportation Services. It shows the relationship between East Bay Drive, Ames Road, Gull Harbor Road, and the "U. P. Grade." Figure 5-5 is part of the 1909 Thurston County Engineer's Road Map. "U. P. Grade" represents the course of the Portland & Puget Sound as far northeast as Dogfish Bite [Byte] on Hogum Bay. The line had also been surveyed southeast of that point, along Hogum Bay, and some parcels of that right-of-way were purchased. As late as 1920, references to the "Old P & P S right of way" continued to be found in the Thurston County tax record of Sections 25 and 28, Township 19 North, Range 1 West. However, construction appears not to have started along Hogum Bay before the overall project collapsed. Figure 5-6 is a map of the graded right-of-way between Tumwater and Hogum Bay.

An earthen fill along Ames Road identifies the southwest abutment for a trestle that was planned to cross a ravine situated there. Figure 5-7 looks southwest from that abutment (not visible in this view) toward Ames Road. The residence at 1103 Ames Road can be seen on the left side of the photograph. Beyond the right side of the large tree, the old grade merges with Ames Road.

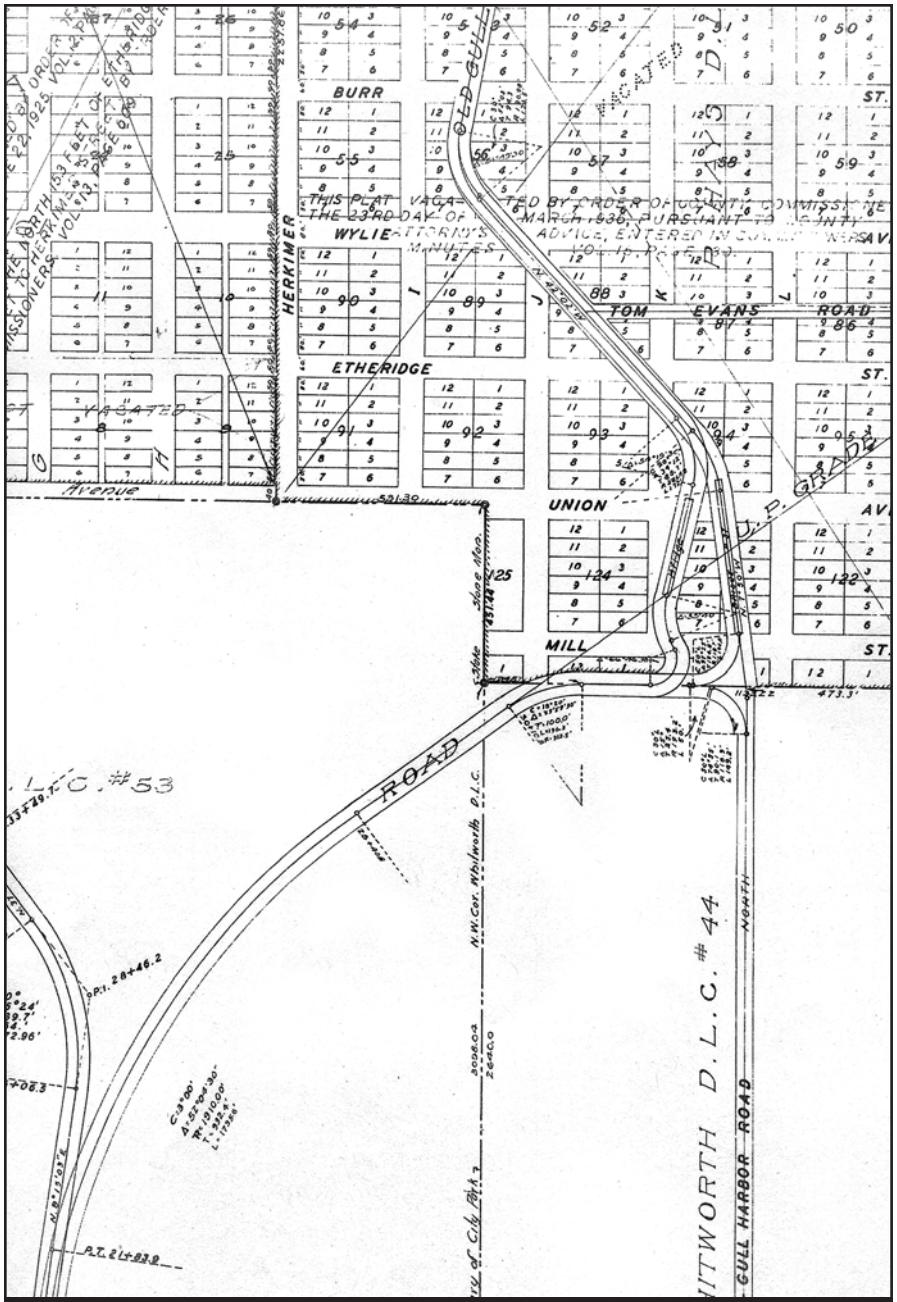


Figure 5-4 Survey with UP RR Grade at Ames Road

Union Pacific Railroad

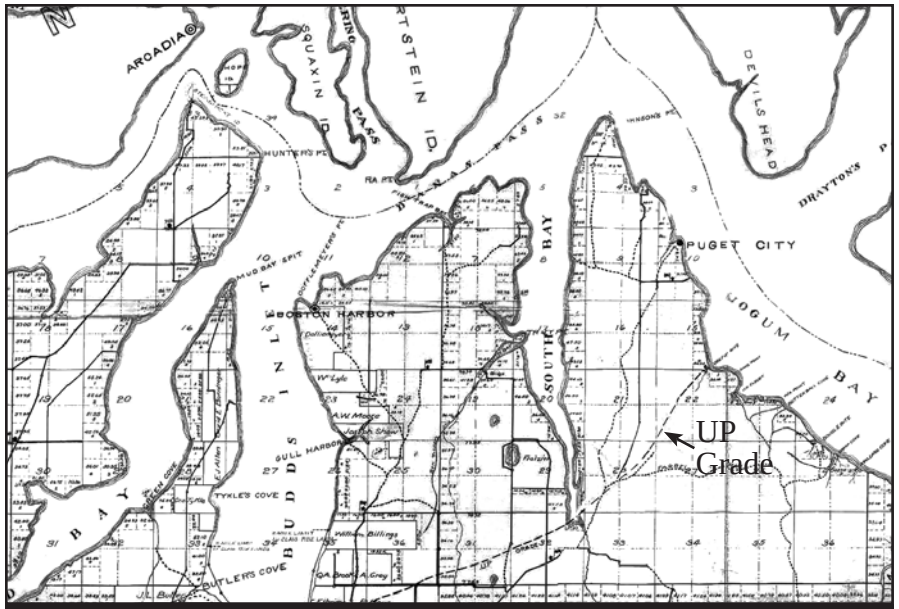


Figure 5-5 1909 Thurston County Engineer's Road Map

There is no visual sign of the right-of-way at the place where it crossed 36th Avenue, at the current intersection with Friendly Grove Road. Farther east, Figure 5-8 is a photograph made 90 feet north of the driveway at 3726 Lemon Road. It faces west, along the grade. The right-of-way on the east side of the road appears in Figure 5-9. At Shinke Road, the view east between 3810 and 4033 Shinke Road is shown in Figure 5-10.

Continuing east, the grade crossed South Bay Road twice. The second crossing was a few feet west of the current intersection between the east end of South Bay Loop and South Bay Road. The grade turned northeast here, and can again be seen at 4809 Johnson Point Road. Figure 5-11 is a view northwest at that address, where a fill is visible. The railroad crossed Johnson Point Road in front of the house at 4846 Johnson Point Road. The driveway for that residence lies upon the grade. Figure 5-12 looks southwest along the driveway, toward Johnson Point Road. The right-of-way continued northeast and crossed Puget Road at 5142 Puget Road. Then it paralleled Puget Road until it entered farmland, at the point where Puget road turns due north.

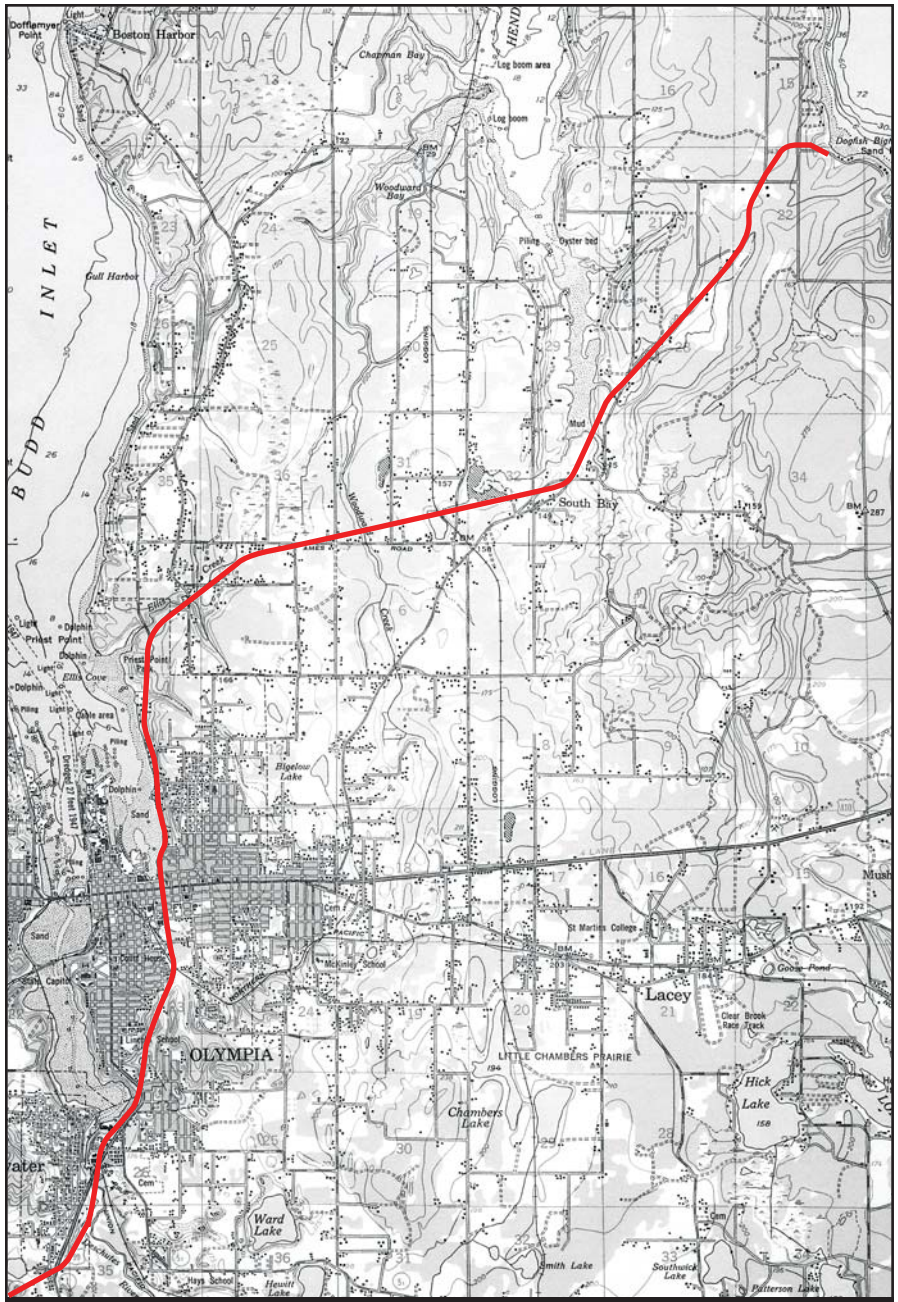


Figure 5-6 P & P S Grade North of Tumwater

Union Pacific Railroad

Figure 5-7 2010 View Southwest at 1103 Ames Road

Figure 5-9 2011 View East near 3726 Lemon Road

Figure 5-8 2011 View West near 3726 Lemon Road

Figure 5-10 2010 View East at 3921 Schinke Road

Union Pacific Railroad

Figure 5-11 2001 View NW at 4809 Johnson Point Road

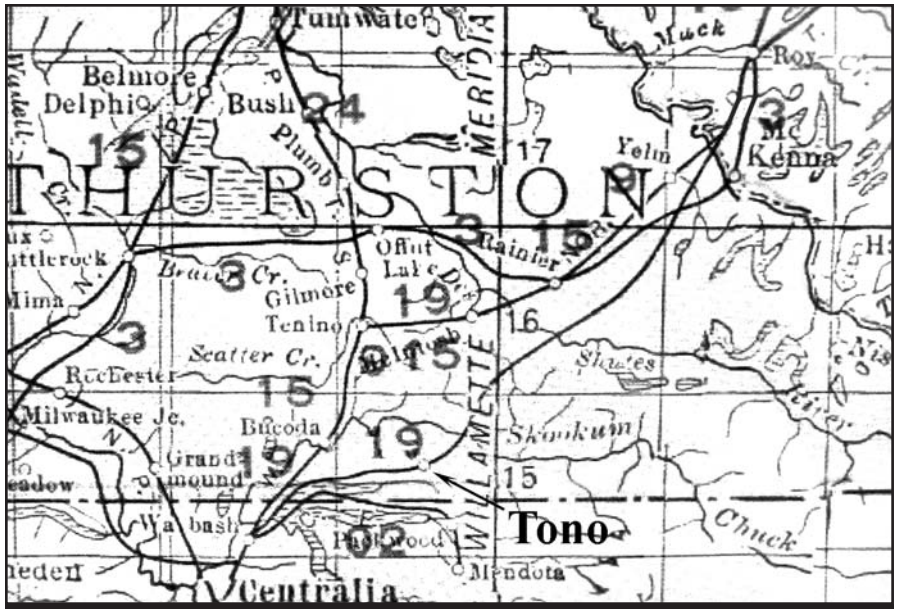


Figure 5-13 1910 Rand McNally Atlas

Figure 5-12 2010 View SW at 4846 Johnson Point Road

Segment 2 was a UP branch line which extended from Wabash, in Lewis County, to Tono in Thurston County. It was part of the second attempt by the company to expand its railroad north of the Columbia River. The line reached Tono in 1909 but went no farther. It was removed in 1957. Ever since the demise of the Portland & Puget Sound Railroad, the Union Pacific had campaigned unsuccessfully to obtain running rights over the Northern Pacific, in Washington State. Growing frustrated, the Union Pacific incorporated another subsidiary line, the Washington Northern Railroad, in 1906. Secretly, the latter line began buying property between Portland and Puget Sound. In May of 1906, the subsidiary was renamed as the Oregon & Washington Railroad, and was unmasked as an agent of the UP. Earlier in 1906, under the name of the Washington Union Coal Company, the Union Pacific had bought coal-bearing property in Tono. This was an ingenious hedge for its plan to build a line competing with the Northern Pacific because, in any case, the UP needed a source of coal to fuel its locomotives. See Chapter 44 for further details about the coal company. Part of the line to Tono may also be seen in Figure 43-15, on page 370.

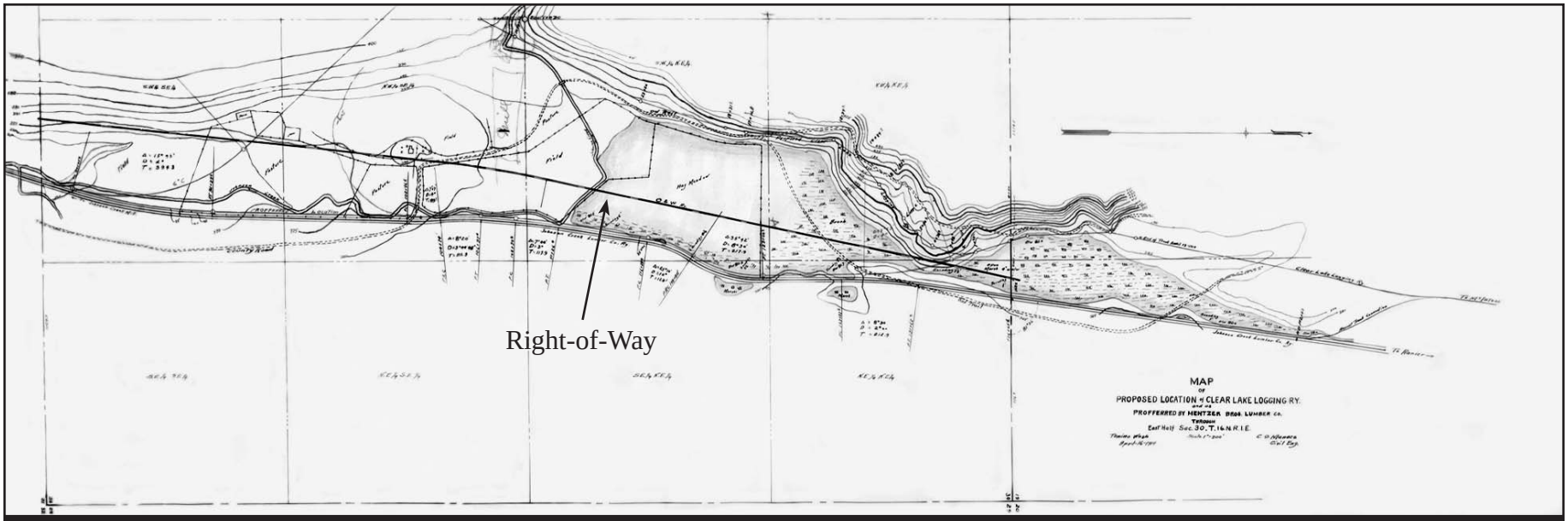


Figure 5-14 1914 Right-of-Way for Oregon & Washington RR on Map of Section 30, Township 16 North, Range 1 East

Figure 5-15 2001 View SW at Big Hanaford Road

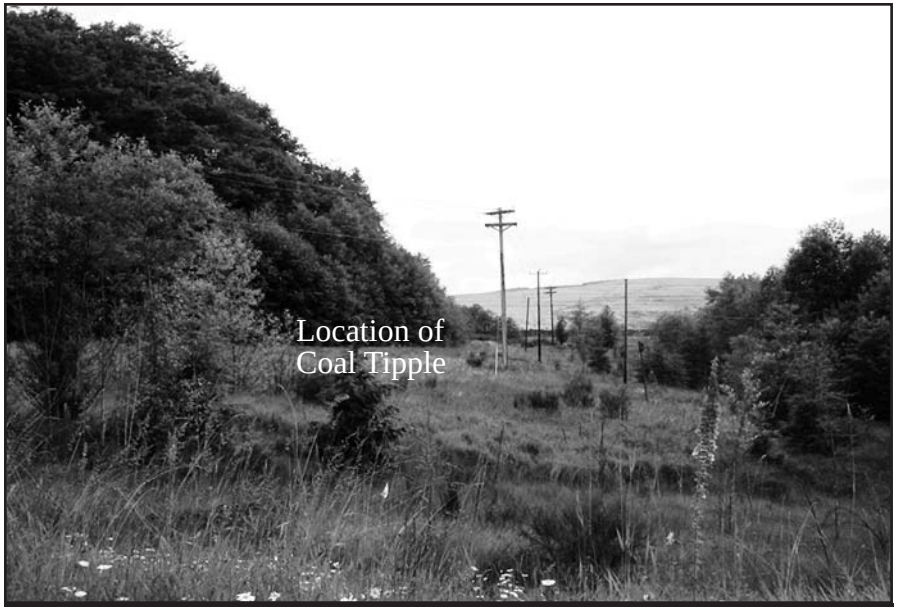


Figure 5-16 2010 View West from Tono Road

Union Pacific Railroad

In addition to the track actually built between Wabash and Tono, the Oregon & Washington Railroad surveyed a route northeast of Tono, through Roy, in Pierce County, to Tacoma. Figure 5-13 comes from a 1910 Rand McNally Atlas and shows the projected route. In Thurston County, some of the right-of-way along Johnson Creek was actually purchased, though the project never progressed beyond commissioning the survey. Figure 5-14 comes from Map # 237 in the collection of the Washington State Archives. Produced in 1914, it included the position of the UP right-of-way with the notation "O & W R." However, by the time the tracks reached Tono, the Union Pacific threat to build a line competing with Northern Pacific had born fruit. The latter line relented and granted the UP running rights on its rails between Portland and Tacoma. The agreement was put into operation on 1 January 1910. There was no longer a need to build an independent line north from Tono. On the other hand, coal mined there was used by the Union Pacific for many years.

Figure 5-15 is a photograph looking southwest toward Wabash, at Big Hanaford Road in Lewis County. The visible track currently serves the Centralia Power Plant. The Union Pacific donated this right-of-way to the city of Centralia on 13 December 1957. In the past, the Centralia Eastern Railroad (now abandoned) operated over a second track located immediately east (on the left side of this photograph) of the rails visible in Figure 5-15. At the site of Tono, there is no sign of the old grade at the place where it crossed Tono Road. Figure 5-16 is a photograph facing west at

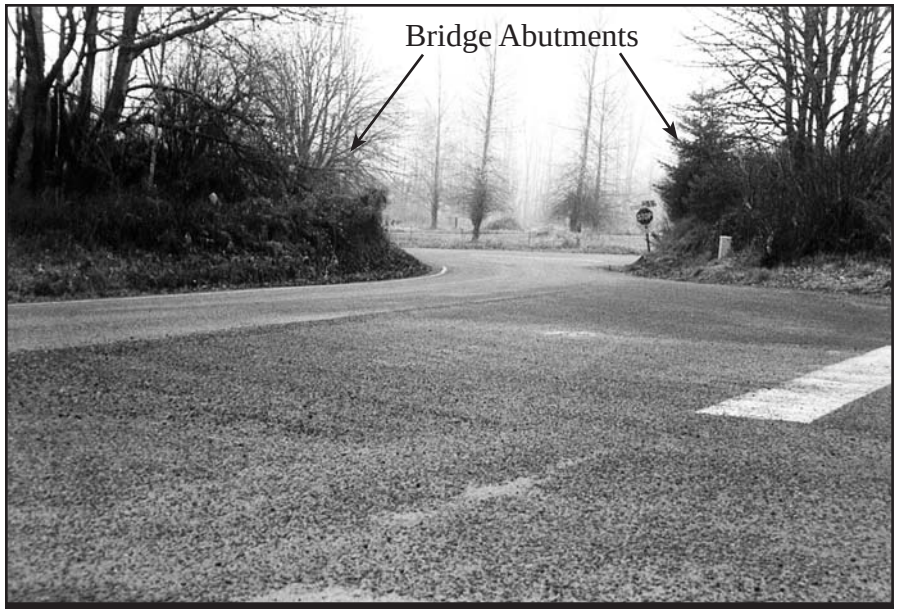


Figure 5-18 2001 View North along Michigan Hill Road

Figure 5-17 2001 View West at 7310 Prather Road

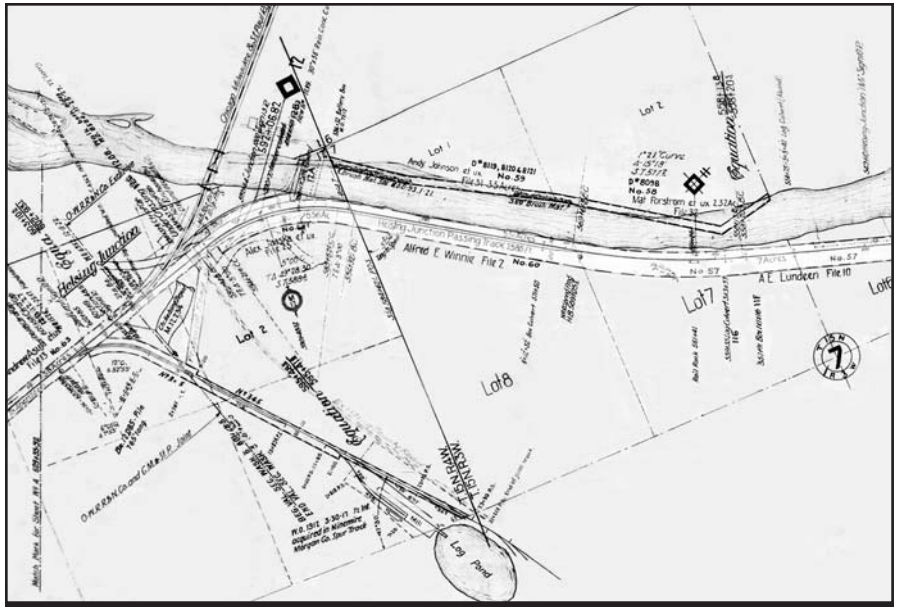


Figure 5-19 C. 1917 Valuation Map at Helsing Junction

Figure 5-20 2001 View South from Independence Road

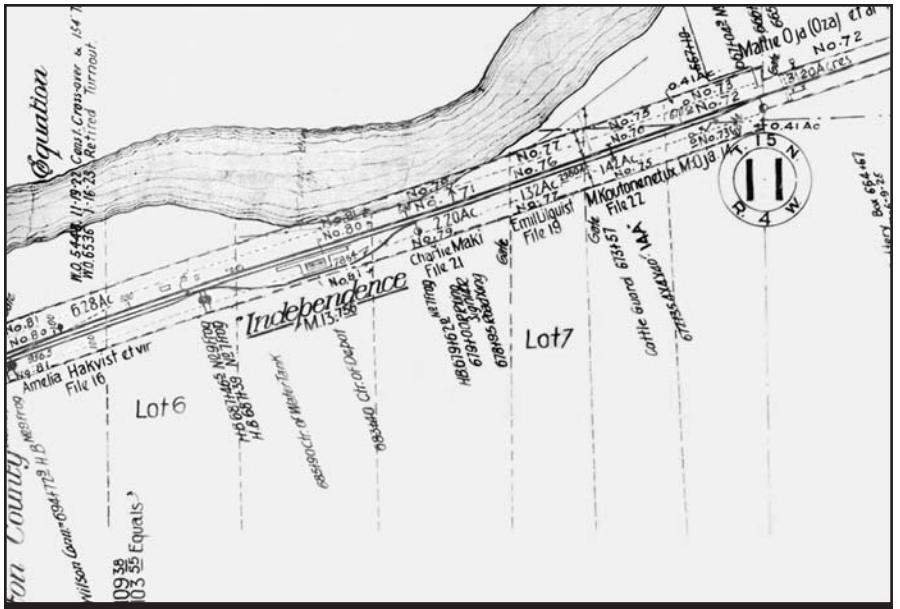


Figure 5-22 C. 1917 Valuation Map at Independence

Figure 5-21 Post-1910 View East at Independence Station

Figure 5-23 2010 View East toward Well

Union Pacific Railroad

that point. Years ago, the Washington Union Coal Company coal tipple was located in front of the hill on the left side of the picture. On the opposite (east) side of Tono Road, the grade can still be found where it joins a contemporary logging road, approximately 450 feet east of Tono Road. This part of the right-of-way was also used for railroad logging.

Segment 3 was another branch line which extended from Centralia, in Lewis County, to Aberdeen, in Grays Harbor County. Construction was completed in 1910. A significant part of the track between those two cities was in Thurston County. At the place where this UP branch entered Thurston County from the south, it can be seen at 7310 Prather Road. Figure 5-17 is a photograph made at that address. The location is approximately 200 yards west of a previously removed Union Pacific bridge over the Chehalis River. The driveway for the visible residence is the abandoned grade.

Farther west, immediately east of Helsing Junction, the grade passed over another bridge which has also been removed. Figure 5-18 looks north along Michigan Hill Road, south of its junction with Independence Road. Only the bridge abutments remain. A short distance west, at Helsing Junction (sometimes called Portola) the Union Pacific was joined by the Milwaukee Railroad, which came southwest from Maytown. The track between Helsing Junction and Aberdeen was used by both railroads. Figure 5-19 comes from a Union Pacific Valuation Map and displays the region surrounding the Helsing Junction Depot. The entire Union Pacific branch, between Centralia and Aberdeen, was abandoned in 1987. The Milwaukee had already stopped operating over the portion between Helsing Junction and Aberdeen in 1978. The Ninemire & Morgan Lumber Company spur is also visible in this figure.

A few hundred yards west of Helsing Junction, Figure 5-20 was made while facing south from Independence Road. Remnants of a deteriorating trestle can still be seen. Continuing west, Independence Station was located immediately east of the border between Thurston and Grays Harbor Counties. Figure 5-21 is courtesy of the Washington State Capitol Museum. It is a photograph made looking east toward the station. The Chehalis River was on the left side of the visible water tower. The well suppying the tower and station had actually been built over fill dumped along the south side of the river. This is notable in the Valuation Map of the station area, presented in Figure 5-22. Following removal of the rails here, the river returned to its original bed and exposed the well and a nearby abutment. Figure 5-23, courtesy Dan DeBoer, is a recent photograph facing east toward the now visible well, on the south side of the river.

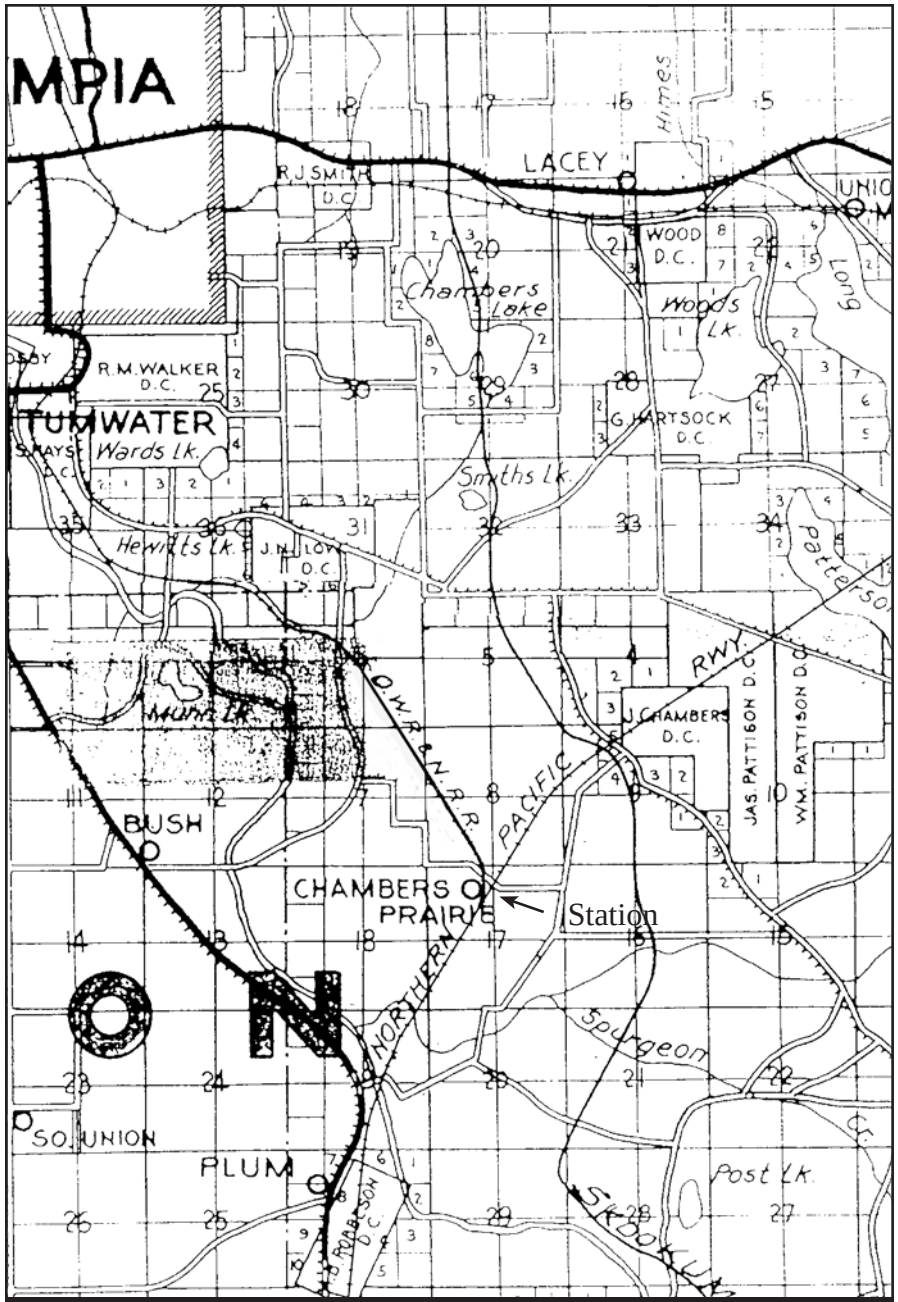
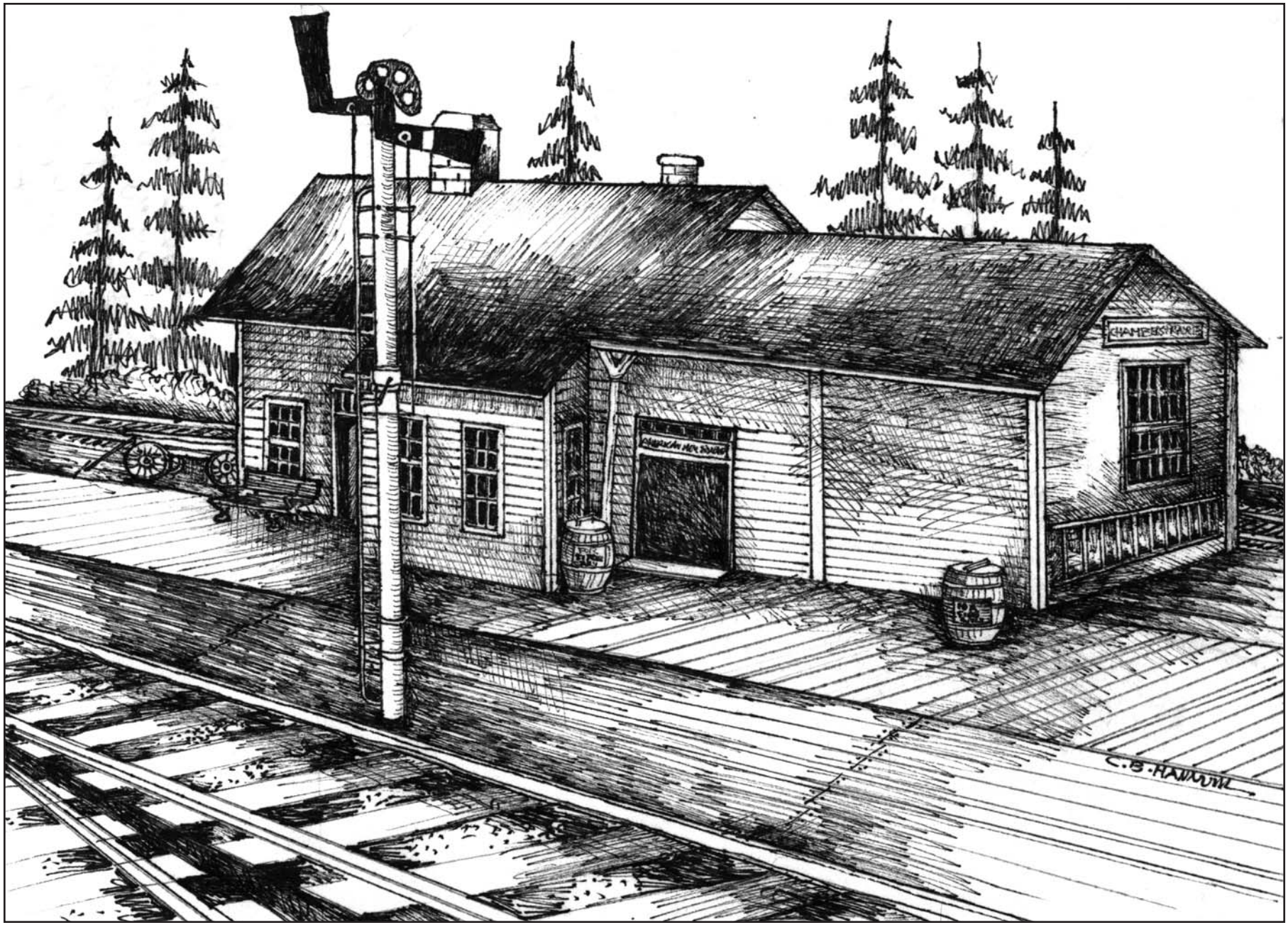


Figure 5-25 Chambers Prairie (East Olympia) Station

Union Pacific Railroad

Figure 5-26 1930s View Northwest in Tumwater, Portland & Puget Sound RR Grade Indicated by Black Arrows

Union Pacific Railroad



Chambers Prairie Station of the Union Pacific Railroad, East Olympia, Washington

Union Pacific Railroad

Figure 5-27 Post-1914 View North toward Union Pacific's Chambers Prairie Station at East Olympia

Union Pacific Railroad

Segment 4 connected downtown Olympia with the Point Defiance Line at East Olympia. Although most of the once extensive rail system at the Port of Olympia dock has been removed, Tacoma Rail still operates a small remnant of that network. An exhaustive history of this track can be found in South Puget Sound Railroad Mania. Chapter 6 of that book details the origin of Segment 4 as the Olympia Terminal Railway Company. Figure 5-24 labels this right of way as "O. W. R. & N. R. R." This is a reference to the Oregon-Washington Railway & Navigation Company, the Washington subsidiary of the Union Pacific.

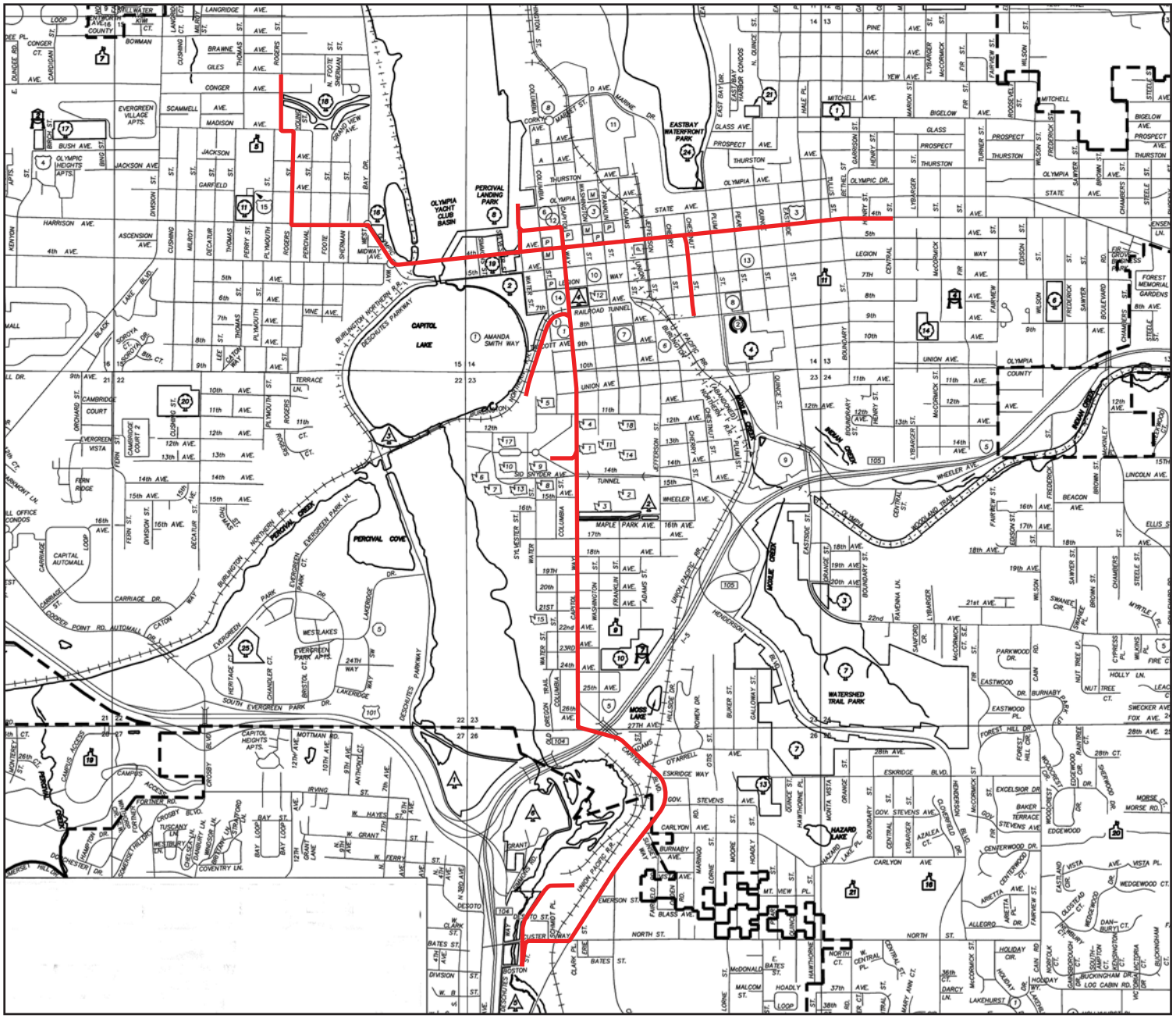
In the first decade of the twentieth century, many residents of Olympia felt that the Northern Pacific Railroad was unsympathetic toward their wish to develop the city's waterfront. Those citizens incorporated the Olympia Terminal Railway Company in September of 1911. Initial plans called for utilizing some of the pre-existing and unused Portland & Puget Sound grade in the enterprise, with a connection to the proposed Point Defiance Line, somewhere south of Olympia. Subsequently, other right-of-way options were entertained, but when the line was actually built, it corresponded closely to the original design. An agreement was reached with the Oregon-Washington Railway & Navigation Company in November, 1913. Therein, that company was to buy the Olympia Terminal Railway upon completion of the link to East Olympia. The sale was completed on 31 December 1915.

Construction of Segment 4 took advantage of the fact that some excavation had been done in the early 1890s for the abandoned Portland & Puget Sound Railroad. However, the tunnel under what is now Capitol Boulevard needed to be completed. A bridge already carried the predecessor of what is now Custer Way over a deep cut that had been excavated in 1890. South of Custer Way, the right-of-way of the Olympia Terminal Railway diverged from that of the older Portland & Puget Sound Railroad. Figure 5-25 is a 1930s view northwest toward the point of divergence.

The Union Pacific Station at East Olympia was designated as Chambers Prairie in reference to its geographic location. The illustration on page 71 is a conception of the view west, over the mainline. The photograph displayed in Figure 5-26 comes from the George Elder Collection at the Lacey Museum. The camera faced northeast as a southbound UP passenger train paused at the station, sometime after the Point Defiance Line opened in late 1914. Figure 5-27 is a 2001 view of the west side of Union Pacific's former freight house in downtown Olympia. The front of this building is at 407 Fourth Avenue East. No longer owned by the railroad, it appears to be the only surviving Union Pacific Railroad structure in Thurston County.

Figure 5-28 2001 Site of UP Station in Olympia

Union Pacific Railroad



Route Map of the Trolley System Operated by the Olympia Light & Power Company

6

Olympia Light & Power Company

The streetcar history of Olympia and Tumwater is intimately related to the advent of electrification in the two cities. Prior to 1890s, gas lamps supplied street illumination for most urban communities. After that time, the efficiency of electricity led to rapid adoption of this technology. Waterpower, available by harnessing the Deschutes River in Tumwater, provided an economical source for this new form of energy.

The electric streetcar overcame obvious problems intrinsic to earlier horse-drawn cars. Logically, many early street railway companies were owned by the same business which generated the power they used. This was the case in Olympia and Tumwater, where several companies were granted franchises to construct streetcar systems, but only the Olympia Light & Power Company's venture survived. The map at the beginning of this chapter represents the known portion of that company's track plan. It includes branches that were not in use when the system was abandoned. Figure 6-1 is courtesy of Olympia Public Works, Engineering, Survey/Mapping. It shows in detail where most of the trolley tracks in Olympia were located. In this post-1911 map, the line running east on 4th Avenue terminated at the intersection of Central Street and 4th Avenue. The trolley system in Tumwater, including the branch line to the earliest Olympia Brewery, can be seen in the map appearing on page 398, in Appendix A.

Historical minutes of the Olympia City Council include ordinances in favor of several street railways. Most of these companies never progressed to the stage of laying track. Two operated for just a short period of time and one, the Olympia Light & Power Company, achieved long term success. Ordinances granted, but not followed by construction, include # 300 (Olympia & Tumwater Railway, Light & Power Company in 1889), # 521 (W. L. Russell in 1891), # 762 (Olympia Development Company in 1902), and # 849 (Pacific Traction Company in 1905). Because the proposed routes overlapped grossly, the council clearly did not expect all of these franchises to prosper. Nearly all of these companies planned to serve the intersection of what is now 4th Avenue and Capitol Way.

After Ordinance # 762 was granted in 1902, the Olympia Development Company intended to call its street railway the Capitol City Traction Company. A diagram of the contemplated line is reproduced in Figure 6-2. The 11 April 1903 issue of *The Electrical World and Engineer* reported, from Mansfield, Ohio, that "The Capitol City Traction Company has been incorporated, with $10,000 capital stock, under Ohio laws, to build an electric railway system at Olympia, Washington . . . The promoters are endeavoring to establish an Ohio colony near Olympia."

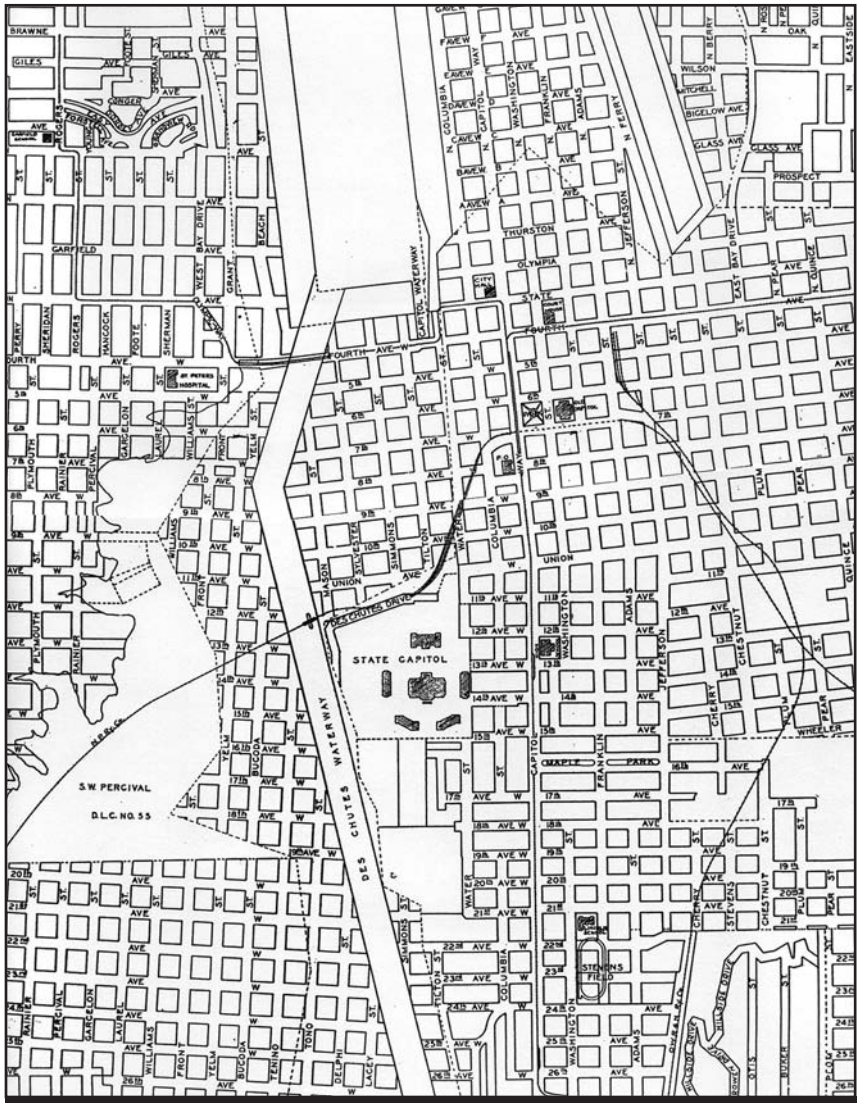


Figure 6-1 Post-1911 Map of Olympia Trolley System

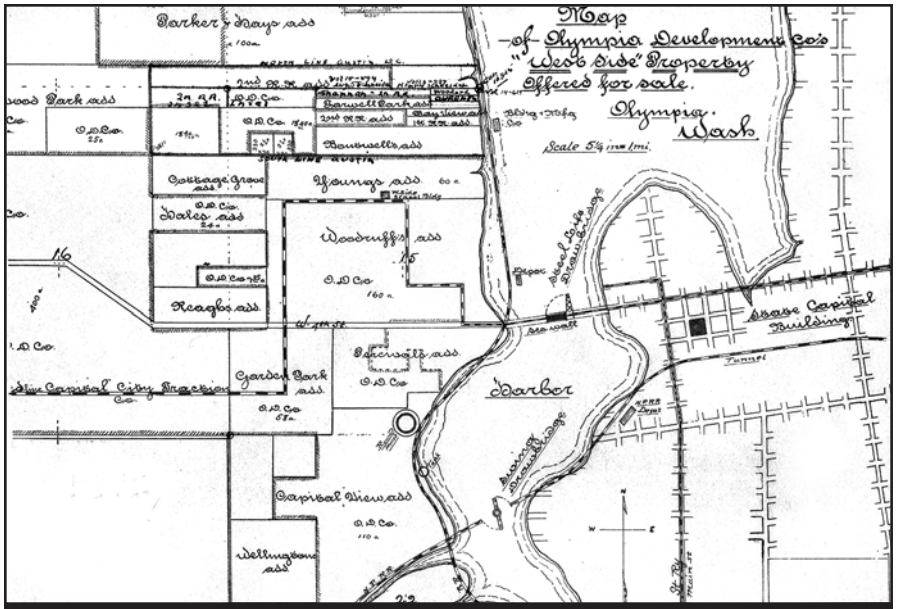


Figure 6-2 1902 Map of Capitol City Traction Company

When Ordinance # 849 was passed, the Pacific Traction Company already operated a trolley system in Tacoma. Its 1905 proposal to enter Olympia was part of a scheme to lengthen the line into a full-blown interurban railroad. The connection was never realized.

Another failed scheme involved a plan to build south from the Deschutes River, in Tumwater. This line was supposed to reach a newly created subdivision, Brighton Park, immediately south of Tumwater. Named the Olympia, Tumwater and Brighton Park Motor Railway Company, it was incorporated 20 November 1890. Today, the approximate center of Brighton Park is the intersection of modern 73rd Avenue and Old Highway 99. Part of the Plat of Brighton Park is reproduced in Figure 6-3. A branch of this proposed streetcar system was to have served the Brighton Park Station of the Port Townsend Southern Railroad, located along the Olympia-Tenino Road (now Old Highway 99).

Lastly, Rogues, Buffoons and Statesmen mentions on page 132 that "a third company, the Olympia and Tumwater Electric Railroad, was planning to run a line along the west side of the [Budd] inlet [from West Olympia] to Tumwater." To date, no further details concerning that company have been discovered, suggesting that the venture never progressed beyond the planning stage.

The first Olympia streetcar system that actually began to operate was developed by George Milton Savage. He was granted franchises by the Olympia City Council

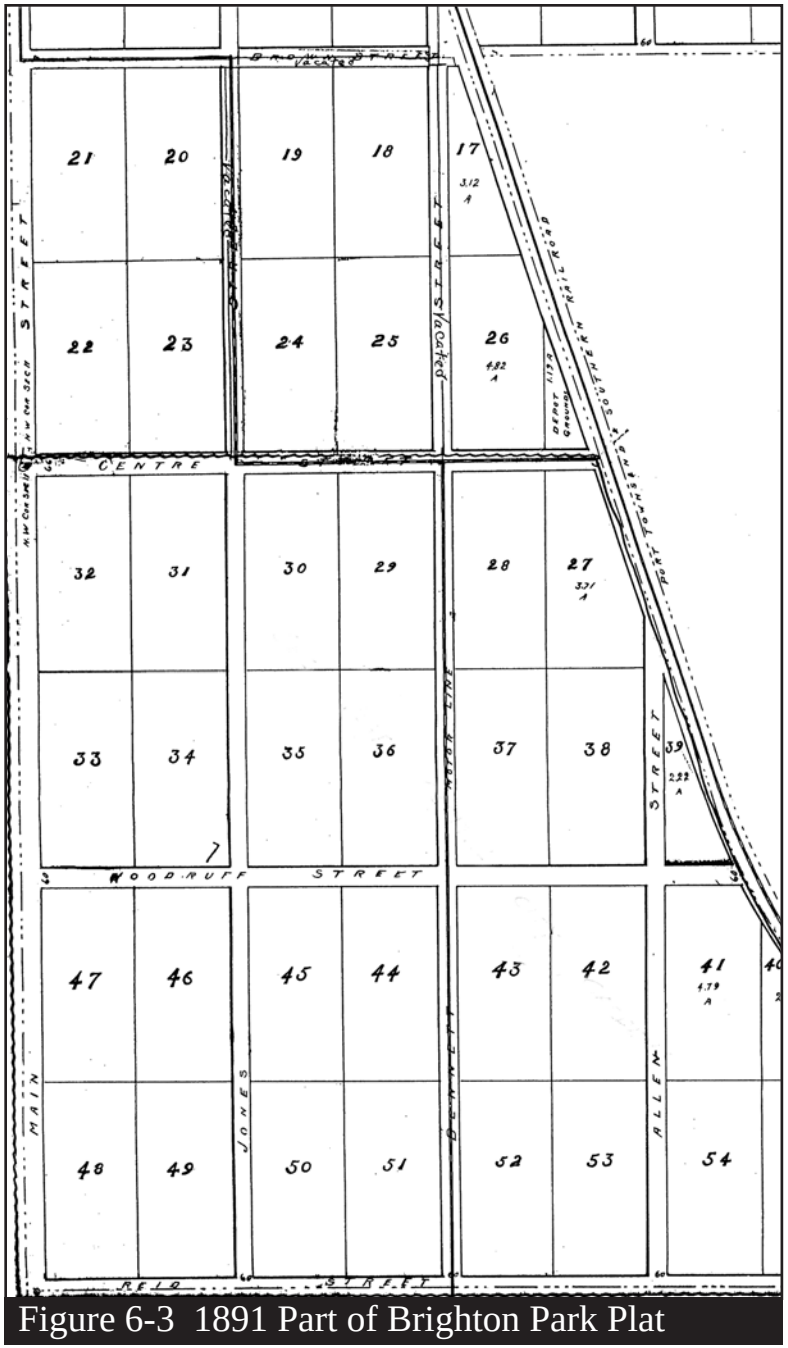


Figure 6-3 1891 Part of Brighton Park Plat

on 28 March 1889 (Ordinance # 302) and 23 September 1889 (Ordinance # 332). The latter franchise was the first to be exercised when Savage laid track on Main Street (now Capitol Way) between 4th Street and 13th Street (now 4th Avenue and 13th Avenue). His line used horses for motive power. Savage incorporated his line on 30 October 1889 as the Olympia Railway Company. Under that name, the company received an additional franchise on 6 June 1890, through Ordinance # 396.

Among the Livewires: 100 Years of Puget Power, by Arthur Kramer, noted that Savage's streetcars became operational in the winter of 1889/1890. Rogues, Buffoons and Statesmen mentioned that "The original bob-tailed horse cars of the Seattle street railway were now surplus [after that city upgraded to electric cars] and on the market at modest prices. Savage bought two of them, No. 1 and No. 4, and had them transported to Olympia. He then picked up a couple of reject teams of underfed and overworked livery stable horses and a few thousand feet of second-hand iron rail, and he was in business." In a separate area, the latter book related that rails along 4th Avenue had reached as far east as Eastside Street by July of 1891. The illustration on page 78 pictures car # 4 halted on 4th Avenue, prior to turning onto Capitol Way (then called Main Street). The Chambers Block is in the background.

Evidently, service rendered by this company was not what Olympians desired. The 11 December 1891 issue of the *Washington Standard* reported: "**City Council Proceedings** - At the session of the Council Wednesday night, Councilman Sickels called up the resolution he introduced on July 29, last, reciting manifold offences of the Olympia Railway Company and referring to the City Attorney the question of the power of the Council to declare a forfeiture of the company's franchise. Mr. Sickels said that he revived the subject because the franchise 'stood in the way of a better system which might take its place. Some of us think . . . that we have been hoodwinked and tampered with long enough, and it is time that we found out the city's rights.' Mr. Murphy [a council member] said that in his opinion the company had faithfully complied with the terms of its charter. He said: 'The service is a good deal better than none at all. None of the other companies have made the wheels go round . . . I desire to learn what rights the city has in cases of this kind, especially as Mr. Savage has said that he could keep the matter in the courts for two years . . .' " The resolution to forfeit the franchise was defeated.

Savage threw in the towel the following spring. He sold his company's franchise to operate on Chestnut Street to the up-and-coming system owned by the Olympia Light & Power Company. The sale took place on 18 April 1892 and involved only part of the rights granted to the Olympia Railway Company under Ordinance # 396. In particular, the sale covered only the right to operate streetcars on Chestnut Street, beginning at 4th Avenue and terminating at an undetermined point to the south. That point was supposed to be the still undetermined site of the Olympia Station for the Portland & Puget Sound Railroad (neither the railroad nor its station were completed). The fact that track truly existed on Chestnut Street is confirmed by an article in the 3 June 1892 issue of the *Washington Standard*: "Quite a controversy ensued regarding the elevation of the Olympia Light & Power Company's track on Chestnut Street, on a petition of the company to allow its present work to remain until such a time as the street might be graded."

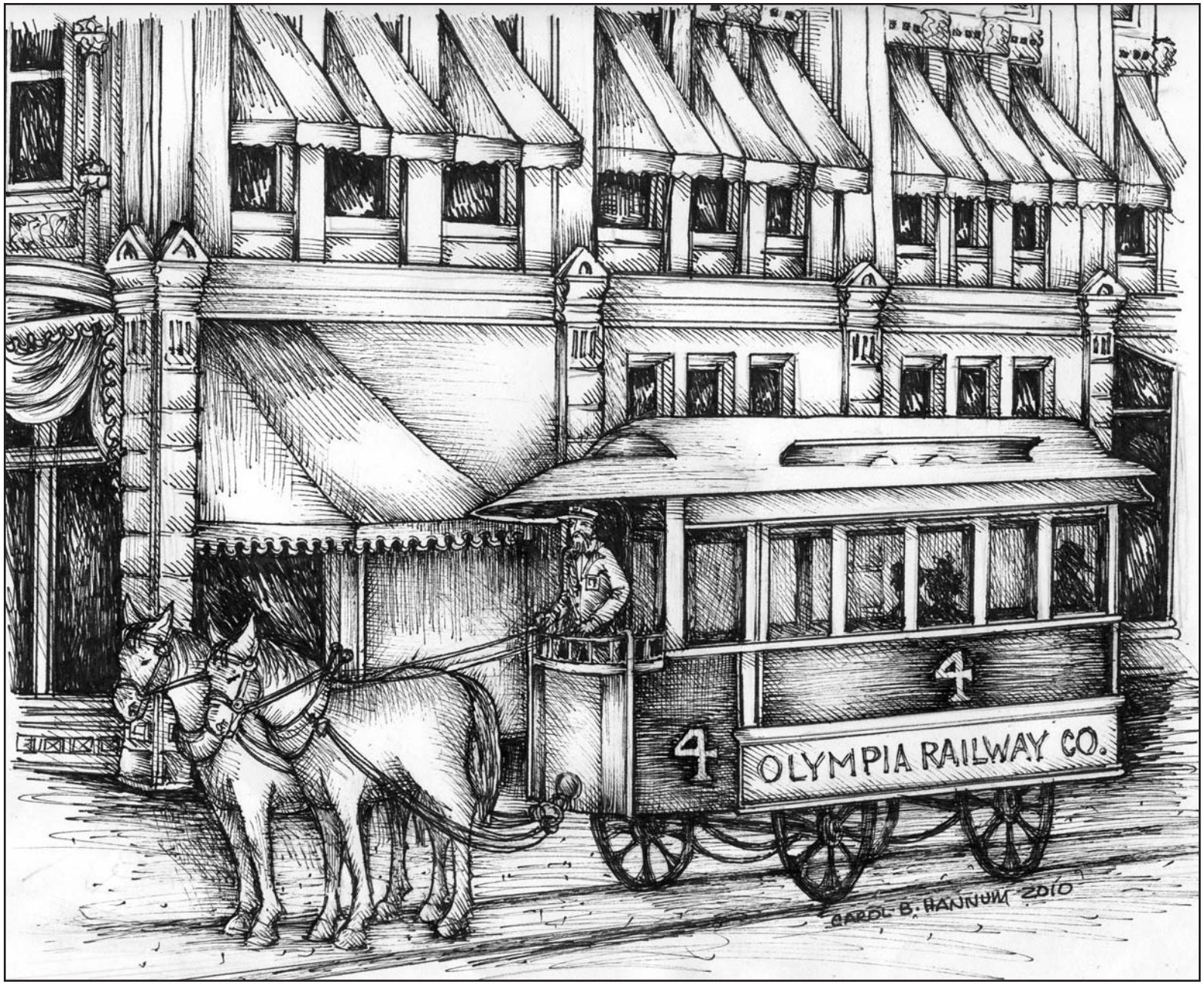
It is impossible to know precisely the full extent of the Olympia Railway Company's system. But there is clear evidence that, at a minimum, it operated on Capitol Way between 4th Avenue and 13th Avenue, on 4th Avenue between Capitol Way and Eastside Street and on Chestnut Street between 4th Avenue and 8th Avenue.

The Westside Railway Company was incorporated 20 March 1891, with headquarters in Olympia. Exactly when it commenced streetcar operation is unclear. Likewise, the eventual length of the system, and its location, cannot be ascertained with precision. In describing events of 1891, Rogues, Buffoons and Statesmen noted that "The Congregational Church was grading land on the bay north of Butlers Cove for a major institution of higher education, Athens University, and the Westside Railway Company was organized to build an electric streetcar line to the campus." No corroborating evidence has been found for the construction of this particular part of that streetcar line, which would have reached the northern part of Cooper Point.

That at least some of this railway franchise was constructed can be verified by page 476 of the 1917 book Washington West of the Cascades: Historical and Descriptive, Volume 1: "Early in 1892 the Westside Railway Company and W. L. Russell were granted franchises for railway lines on the west side. The Westside Company laid a track across the Marshville Bridge [located at the site of the current 4th Avenue Bridge] and did other construction work."

Trustees of the Westside Railway Company, most of whom had interests in West Olympia real estate, were John R. Chaplin, Samuel C. Woodruff, Fred R. Brown, Millard Lemon and Edward Andrews. Eight days after the company was incorporated, it received a franchise from the Olympia City Council. Ordinance # 520 allowed the organization to construct an electric railway beginning at the intersection of Main Street (now Capitol Way) and 4th Street (now 4th Avenue), proceeding west along 4th Street and over Long Bridge (another name for the Marshville or 4th Avenue Bridge), then north along the west side of Grant Avenue in Woodruff's Addition, and finally, west on Harrison Street to the Olympia city limits.

On 19 August 1891, the company was awarded an additional franchise through Ordinance # 549. This permitted the operation of streetcars on (using current street designations) Columbia Street from the corner of 4th Avenue and Columbia, to the corner of 3rd Avenue and Columbia; then along 3rd Avenue to the corner of 3rd and Washington Street, then on Washington to 13th Avenue and Washington Street, then on 13th to the corner of 13th and Adams Street, then on Adams to 15th Avenue. No evidence has been found as to whether these parts of the franchise were constructed.



Olympia Railway Company Car # 4 at the Corner of 4th Avenue and Capitol Way

Olympia Light & Power Company

Early in 1892 the street railway encountered difficulty building on its approved right-of-way up Harrison Hill, west of the Marshville Bridge. The 19 Feb 1892 edition of the *Washington Standard* reported the proceedings of the Olympia City Council: "The special committee to which was referred the matter of securing right-of-way for a new street on the Westside to give the Westside Railway Company a satisfactory ascent to Harrison Avenue reported in favor of issuing C. M. Moore a warrant for $1,000 for such right-of-way. The report was adopted, and the clerk instructed to advertise for bids for the improvement of the new street." The present configuration of Olympic Way, northwest of the 4th Avenue Bridge, resulted from this need to find a reasonable way to get streetcars up to the level of Harrison Avenue.

The company remained viable later in 1892, when the Olympia City Council called for forfeiture of non-constructed portions of franchises held by the several streetcar ventures which still existed. As reported in the 20 May 1892 edition of the *Washington Standard*, only the Westside Railway Company escaped severe pruning. The franchise of W. L. Russell was eliminated altogether.

But, after 1892, the fortune of the Westside Railway Company declined. The economy then collapsed with the Panic of 1893, and the street railroad could not pay its 1894 taxes. Limited information can be gleaned from details of a sheriff's sale held on 20 January 1896. The purpose of the sale was to clear the company's tax liability. Millard Lemon, one of the larger investors in the company, paid $205 for 60 tons of rails and 2,500 ties. This would have been an amount of track material equivalent to approximately 0.85 mile of railroad (using 40 pound rail).

The Westside Railway Company appeared for the first time in the 1896 edition of Poor's Manual of Railroads (this was also the first listing for the Olympia Light & Power Company's line) and was not included in subsequent editions. The listing revealed that the track gauge used by the line was 3 feet 6 inches (narrow gauge). Rails weighed 40 pounds per yard, and the stated length of the system was 6 miles. J. R. Chaplin was President, and J. L. Anderson was Superintendant. These data would have come from information available in 1895 but might actually have come from a questionnaire returned to the publisher (by the Westside Railway Company) sometime before that date. With no listing by Poor in 1897, it is safe to say that the company was out of business by the time of the sheriff's sale. Thereafter, no streetcars ran to West Olympia until the Olympia Light & Power Company reestablished that route in 1911.

There were two reasons why the Olympia Light & Power Company won the contest to become the streetcar operator in Olympia and Tumwater. First, it had sound financing in an amount large enough to insure that a complete and integrated system was put in place. Second, it produced the electricity used to propel its cars. Indeed, it is quite likely that its competitor, the Westside Railway Company, bought its power from the Olympia Light & Power Company in an era without government regulation of rates.

The business was incorporated 10 May 1890 as the Olympia Light & Power Company. Initial capital was $500,000. The Olympia City Council granted it a franchise on 6 June 1890 through Ordinance # 397. This permitted streetcar operations on most roadways in all parts of the city of Olympia. In July of 1890 the company made plans to merge with the older Olympia Gas & Electric Light Company. The consolidation was completed with reincorporation of the new entity (again as the Olympia Light & Power Company) on 21 July 1891. The transaction was formalized on 13 August 1891 in Thurston Deed Book 26, page 579. That document noted that the Olympia Light & Power Company was to receive the franchise (Tumwater City Council Ordinance # 21) for a streetcar line in Tumwater, which had been granted 3 July 1890 to the old Olympia Light & Power Company.

Olympia, written in 1891 by Hazard Stevens, mentions that the company's streetcars were running from the intersection of 4th Street (4th Avenue) and Main Street (Capitol Way) to "East[ern] Olympia," and from 4th Street (4th Avenue) and Main Street (Capitol Way) to Tumwater. In view of facts noted in a newspaper article that appeared in January, 1892 (see below) this statement appears to have been premature. Stevens also said that the company already owned the Middle Falls of the Deschutes River and had recently purchased the Upper Falls. The contemporary generating power of the business was said to have been 1,000 hp.

The 1 Jan 1892 issue of the *Washington Standard* reported: "**The Olympia Light and Power Company Floats Their Bonds** - The company announce it as their determination to immediately begin the construction of an electric railway from the southern boundary of the city to 4th Street and eastward on 4th to Ayer's Hill . . . it is expected to have four miles of road in operation by the 1st of June . . . an effort will be made to extend it to Tumwater . . . The new order of things will dispense with the power station in this city [Olympia] and the lights will be operated direct from the station in Tumwater."

As mentioned earlier, the franchise to operate on Chestnut Street was purchased 18 April 1892. The next day, Hazard Stevens granted the company a right-of-way over his properties in the E. H. Wilson and R. M. Walker Donation Claims. The path followed the old Territorial Road and was used to make the streetcar connection between Olympia and Tumwater. Unconstructed portions of the Olympia Light & Power Company franchise were stripped away by the Olympia City Council, as reported in the 20 May 1892 edition of the *Washington Standard*: "**City Council Proceedings** - The City Council held a short session Tuesday morning at which City Attorney Linn presented the resolution for the forfeiture of unused street railway franchises . . . within the city of Olympia . . . 'The franchises [to be forfeited were previously] granted to the Olympia Light & Power Company by Ordinance # 397, upon the following streets, to wit: Eastside, Columbia, Washington, Franklin, Adams, Pear, Union, Lincoln and Aubert Streets; 13th, 8th, 6th and 5th Streets [Avenues]; Maple Park, Grant, Farragut, Railroad, Harrison and Thomas Avenues and upon the Marshville Bridge.' "

As the economy slowed, there were no further additions to the system's track plan until 1894. The 7 July 1894 edition of *The Electrical World* (Volume 24, page 656) announced that "The Olympia Light & Power Company of Olympia, Washington recently purchased the following from the Northwest General Electric Company for the equipment of its electric railway line, which will be used to transport material to the new State Capitol building now being erected in Olympia. One 30-hp freight car, with two G. R. 800 car equipments, with type K controller, and new line material sufficient for one mile of new trackage."

The Olympia City Council passed Ordinance # 646 on 7 Nov 1894. That allowed the Olympia Light & Power Company to extend its street railway west from Main Street (Capitol Way) along 13th Street (13th Avenue) to the Capitol grounds. Franchise was also given to build westward from Main Street (Capitol Way) along 3rd Street (3rd Avenue) to Percival's Wharf.

Unfortunately, the cost of constructing the new Capitol Building proved to be too great, and that project was suspended. Eventually the current Capitol Building was completed on the same site in 1928. But by the time work on the Capitol was halted in the 1890s, the electric company was insolvent and facing foreclosure from its bondholders. The directors decided to make better use of their limited resources. The 12 Jun 1896 issue of the *Washington Standard* reported: "The track of the streetcar switch to the Capitol is being taken up, to be used in a spur to the brewery at Tumwater. The car company doubtless regard the latter institution as much the best business certainty." For several years thereafter, the Olympia Brewery was a major customer of the trolley system. The overhead catenary of the Brewery Spur is visible in Figure A-1 of Appendix A. Between 1896 and 1902, the brewery used trolleys to move bulk (in kegs) and bottled beer to two locations. Rail distribution of product commenced at the Water Street Station of the Northern Pacific Railroad. Shipment by water was initiated at the Percival's Wharf.

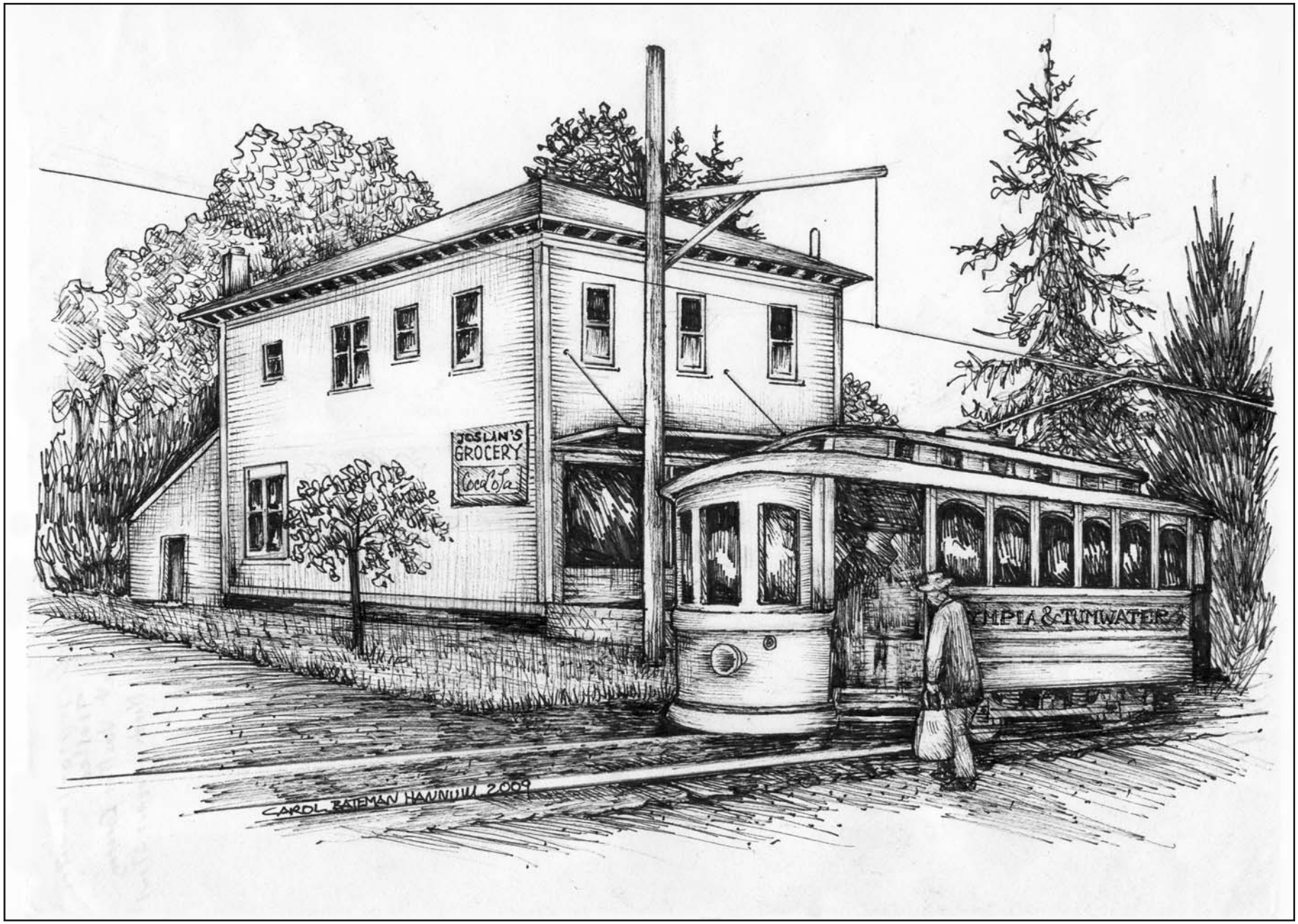
In Olympia, Tumwater and Lacey, a Pictorial History, Shanna B. Stevenson noted that a landslide destroyed the Olympia Brewery's bottling shop in 1902. As a result, the bottle works was moved to a location immediately east of the Northern Pacific freight house, near the Water Street Station. Figure 6-4 is a Northern Pacific map from 1910, when the NP was considering construction of a new depot at Water Street. The bottle works and the track of the Olympia Light & Power Company are readily visible. The picture presented in Figure 6-5, courtesy of Roger Easton, appeared on a postcard and was said to have been made circa 1907. The trolley tracks are visible in the lower right corner of this image of the Water Street Station. Until 1906, when the Port Townsend Southern Railroad built its spur to the Olympia Brewery, the trolley was the most practical way to initiate shipment of beer in kegs.

Poor's Manual of Railroads reported in its 1896 edition (using data collected in 1895) that the Olympia Light & Power Company operated five miles of track and that foreclosure proceedings had begun in September, 1895. The 1898 edition of the same publication noted (data from 1897) that the length of track operated had grown to seven miles and the company had been sold in the fall of 1897 to L. B. Faulkner, the Trustee for bondholders. Four miles of track were noted to be in operation in the editions of 1899, 1900, 1902 and 1903.

A document written 8 Jul 1897 included a description of side branches of the streetcar system, after the parent company was reorganized. It was filed in Thurston County Deed Book 47, page 148, and is paraphrased as follows: First, from Main Street (Capitol Way) westward on 3rd Street (3rd Avenue) 600 feet, to and across Water Street, then curving to the right (north) with a radius of 100 feet, and extending north on Percival's Wharf (a distance of) 760 feet. Also a franchise to build and operate a street railway opposite 14th Street (14th Avenue) westward along a new street dedicated to the State and into the State capitol grounds, which is now known as the Capitol Branch. Also to build and operate the Depot Branch from Main Street (Capitol Way) 90 feet south of 7th Street (7th Avenue) running northwest with a radius of 150 feet to the Tacoma, Olympia & Grays Harbor (the Northern Pacific) Depot and thence southerly in a general course parallel to the said (Northern Pacific) railroad, a total of 1300 feet. Also a franchise known as the Tumwater Brewery Branch, extending from the southern end of the electric railway on the east bank of the Deschutes River in Tumwater, at the Upper Bridge, extending north along the east bank to the Capitol Brewery, about 1950 feet in length.

A moderate extension to the line was approved by the Olympia City Council on 4 May 1904. Ordinance # 816 allowed the Olympia Light & Power Company to extend its track on 4th Street [Avenue] east, from the current end of track at Puget Street, to the city limits. The company did not exercise the entire length of this franchise, building only as far as Central Street. Ordinance # 1383, passed in 1915, revoked the franchise east of Central Street.

Streetcar service to West Olympia was restored when the Olympia City Council passed Ordinance # 1128 on 5 May 1911. The Ordinance granted a permit to the Olympia Light & Power Company for installation of a track across the 4th Street (4th Avenue) Bridge. Because the trolley line would cross tracks of the Port Townsend Southern Railroad, near the west end of the bridge, authorization from the Washington Utilities and Transportation Commission was required. Figure 6-6 is a map included with the latter application (# 407). Numerous westside streets were included in the franchise. Again, not all of the allowed routes were utilized. Rogers Street was one of those upon which service was established. The illustration on page 81 depicts a southbound trolley stopped at Joslin's Grocery, on the west side of North Rogers Street. After this extension was in place, the system in West Olympia assumed the configuration seen in Figure 6-1. Ordinance # 1128 also permitted the company to operate on Water Street between 3rd Street (3rd Avenue) and 4th Street (4th Avenue). Thus it became prudent to remove the trolley tracks from 4th Street (4th Avenue) between Main Street (Capitol Way) and Water Street, resulting in the arrangement noted in Figure 6-1.



Olympia Light & Power Company Trolley at Joslin's Grocery on North Rogers Street

Olympia Light & Power Company

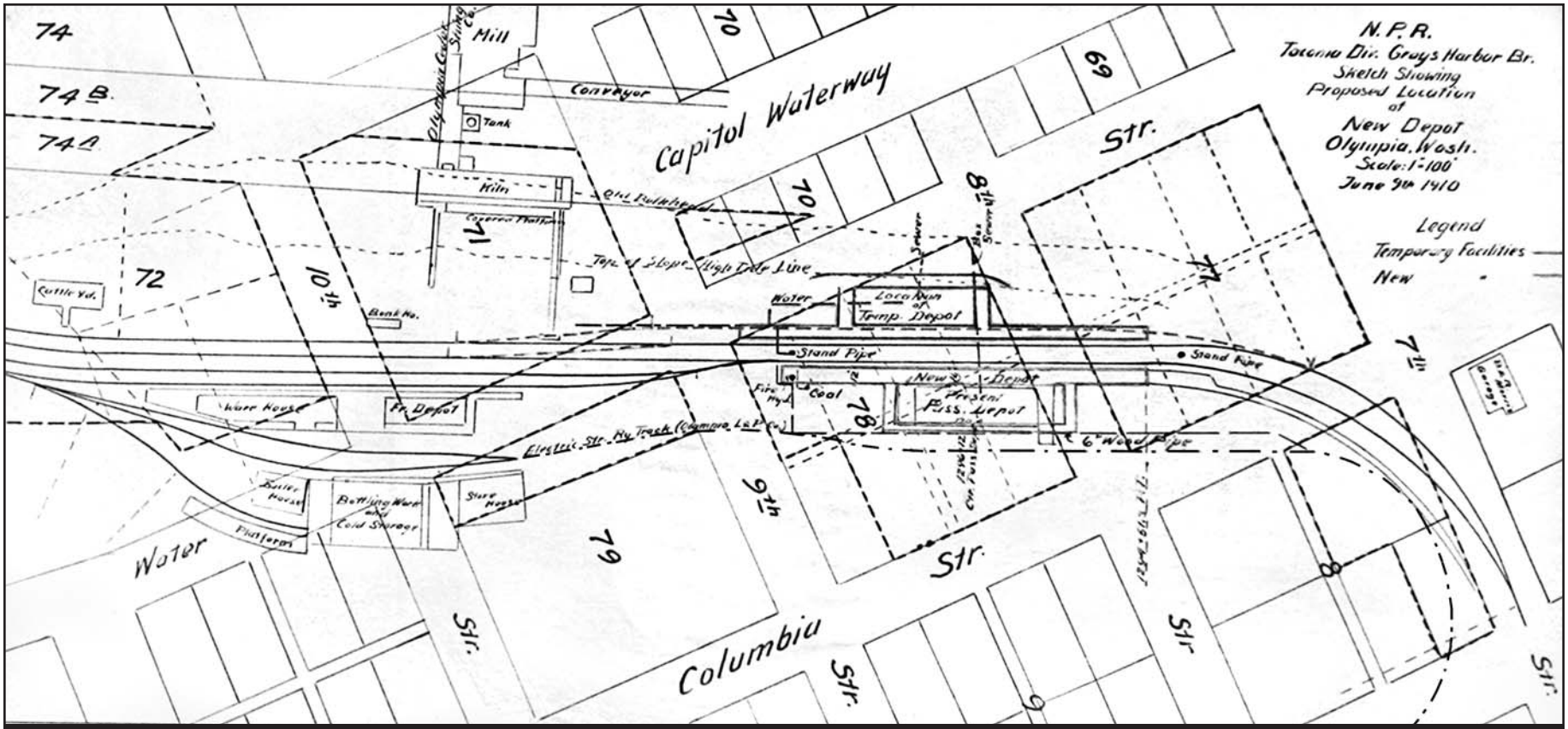


Figure 6-4 1910 Map Showing Trolley Tracks at Olympia's Water Street Station of the Northern Pacific Railroad

Figure 6-7, courtesy of the Henderson House Museum, is a photograph of the trolley station in Tumwater. Some of the structure's windows are boarded up, suggesting that the photograph was made after streetcar service was terminated. The view is east, along the Boston Street Bridge over the Deschutes River. Figure 6-8 is an earlier photograph made a few yards north of the Tumwater Station. The camera faced northeast as the trolley prepared to ascend what is now Boston Street.

Figures 6-9, 6-10 and 6-11 are courtesy of Roger Easton. Figure 6-9 is from 1918 and was made looking east from the intersection of Capitol Way and 4th Avenue. Figure 6-10 is a 1948 photograph of the same scene. Capitol Way had been repaved (see below) but the trolley tracks were still visible on 4th Avenue. Figure 6-11 captured car # 351 heading north on Capitol Way, near the end of its operating life. The building in the background is William Winlock Miller High School. This was Olympia High School in that era. The site is now occupied by the Washington State Archives.

Almost nothing of the streetcar system remains in modern times. The current 4th Avenue Bridge replaced an earlier structure built in 1921. In the 1980s, a repair project on the earlier bridge exposed trolley tracks that had been paved over. Figure 6-12 is a 2011 view north at the intersection of Capitol Way and 11th Avenue. A single power pole from the old trolley system remained.

Figure 6-13 was made in the year 2000. At that time an impression of the trolley right-of-way could still be seen in the pavement along the most southern part of Capitol Way. Recalling the pre-1950 topography of that general area is helpful in understanding why the streetcar line had been located there, instead of on Capitol

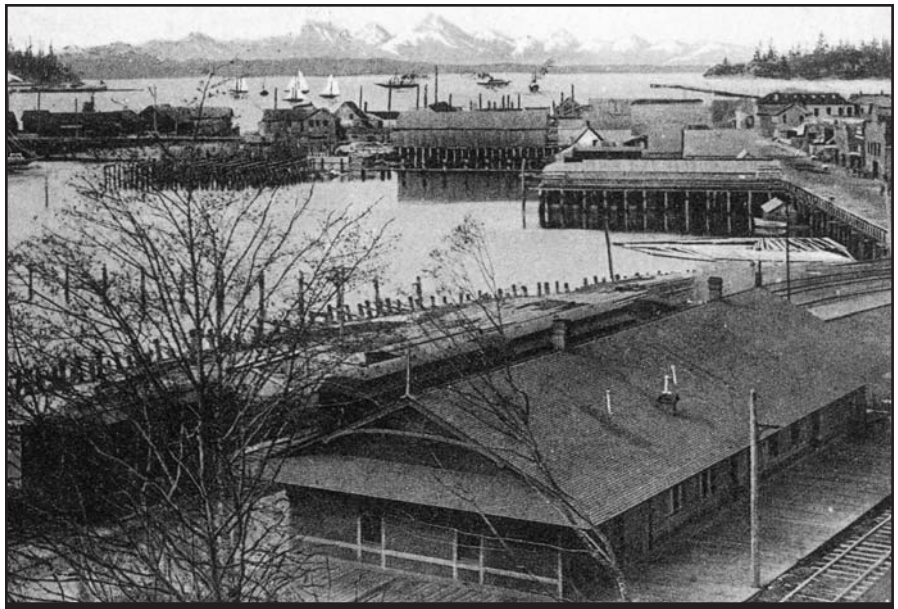


Figure 6-5 C. 1907 Postcard View of Water Street Station

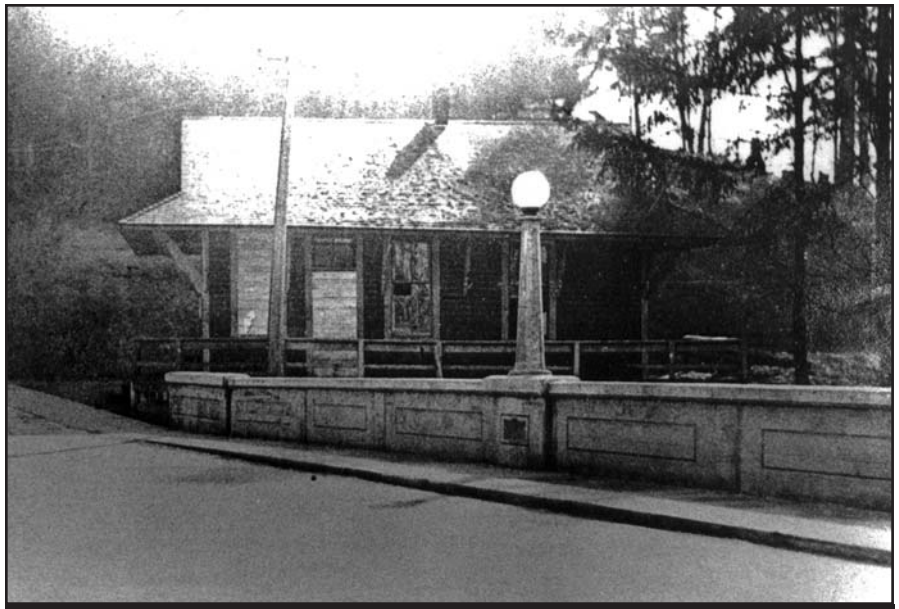


Figure 6-7 View East toward Tumwater Trolley Station

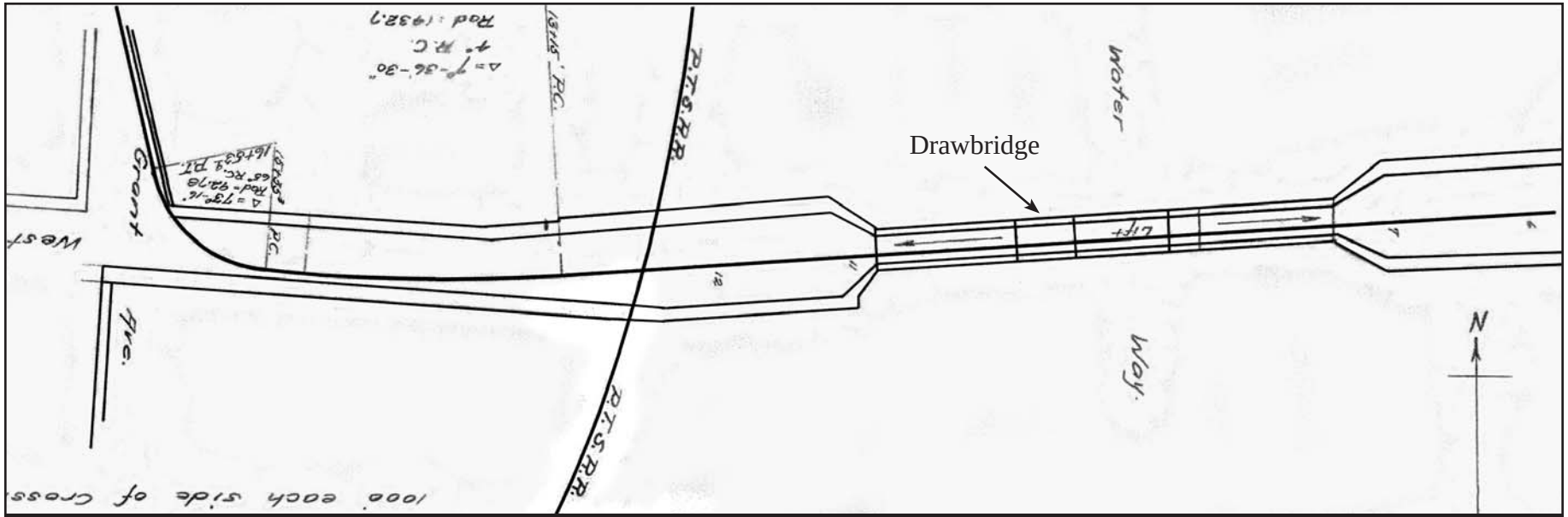


Figure 6-6 1911 Map of Proposed 4th Avenue Trolley Crossing of the Port Townsend Southern Railroad

Olympia Light & Power Company

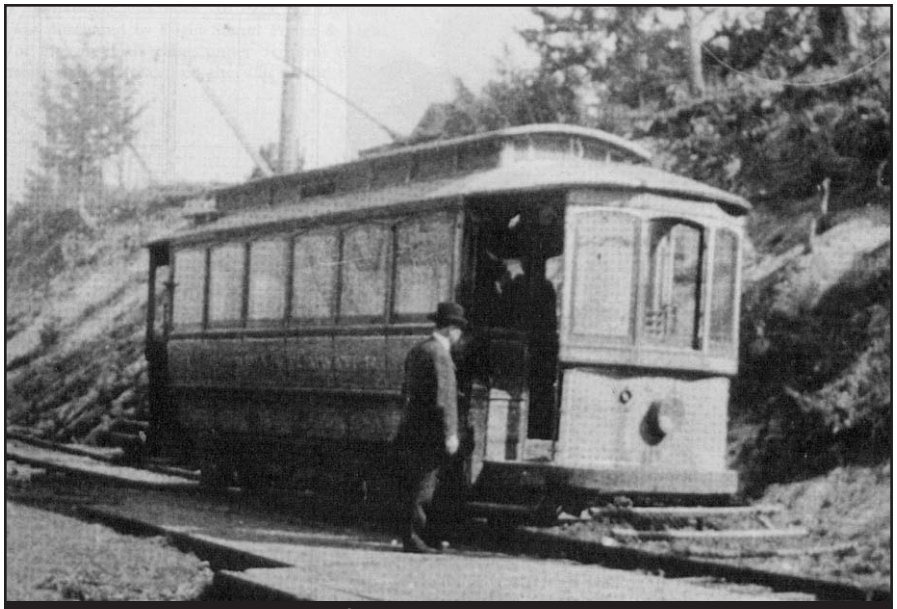


Figure 6-8 View NE from Tumwater Trolley Station

Figure 6-10 1948 View East along 4th Avenue

Figure 6-9 1918 Postcard View East along 4th Avenue

Figure 6-11 View East toward Trolley on Capitol Way

Olympia Light & Power Company

Figure 6-12 2011 View North toward Power Pole

Boulevard. Construction of Interstate 5 required a change in course for the road connecting Olympia and Tumwater. Before a large cut was made to carry the new interstate highway, there was no bridge along the Olympia-Tumwater Road, between the two cities. The trolley line followed that older road (replaced now by Capitol Boulevard) which continued south beyond the place where Capitol Boulevard now originates. Figure 6-13 was made immediately south of the junction of Capitol Way and Capitol Boulevard. When in operation, the trolley tracks curved to the left in the upper part of this picture. The residence at 2622 Capitol Way was built over the streetcar line and the old Olympia-Tumwater Road, upon which it ran.

The twilight of streetcar systems in most cities was caused by the increasing popularity and flexibility of automobiles and buses. In 1924, the Olympia Light & Power Company was purchased by Puget Sound Power & Light Company, which became the operator of the streetcar system in Olympia and Tumwater. Steadily decreasing ridership caused the sale of the streetcar division of the business to the Olympia Transit Company on 1 December 1933. The new owner ceased operating trolleys that same day, and thereafter used buses exclusively. Although the era of the streetcar had ended, rails were still visible on some city streets for years to come. The tracks along Capitol Way were removed during a repaving project, between April and June of 1936.

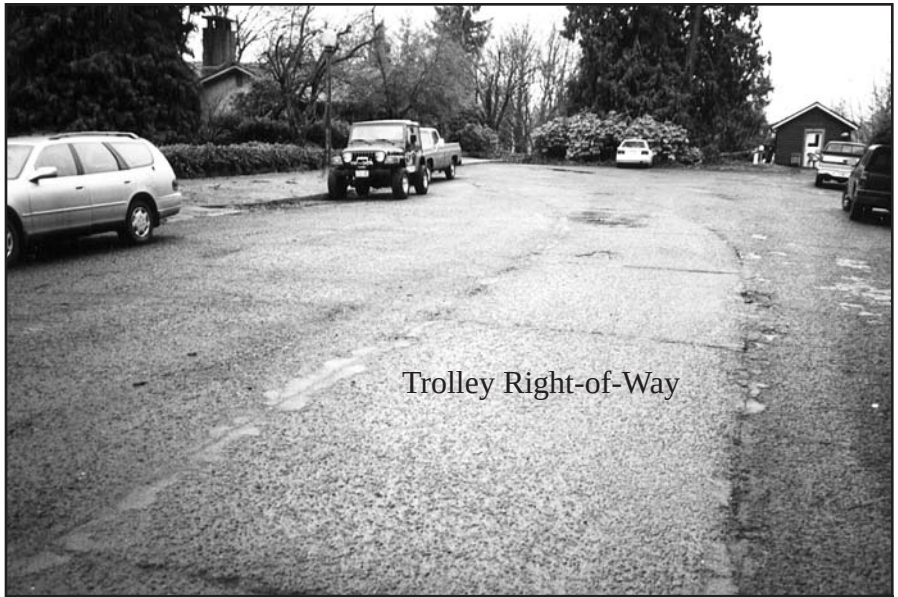
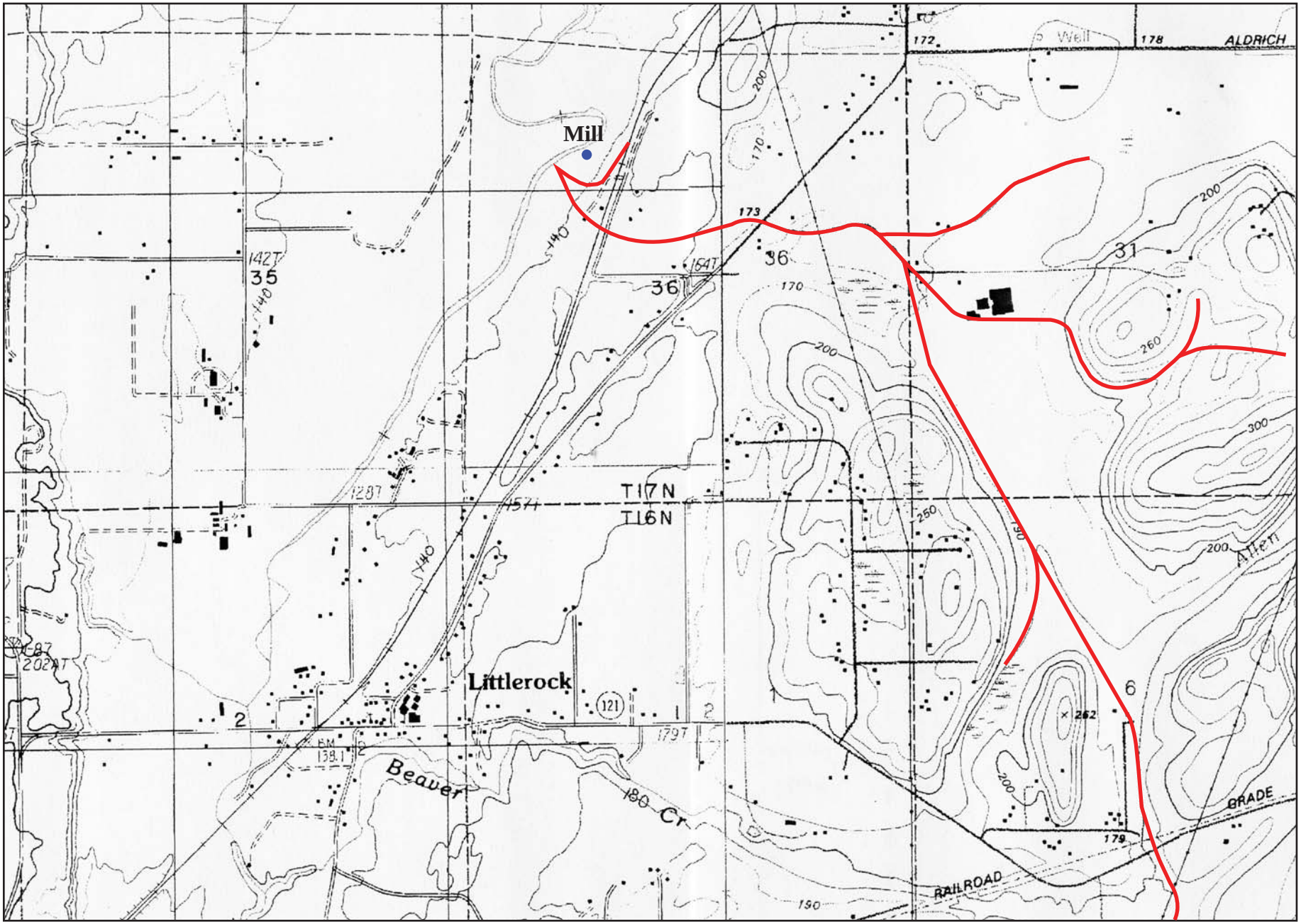


Figure 6-13 2001 View South along Capitol Way

Olympia Light & Power Company



Route Map of the Allen & Son Mill Railroad

7

Allen & Son Mill

F. B. Beach and his partner, W. Woods, opened a sawmill approximately 1.25 miles north of Littlerock in 1901. It was located next to the Black River, in the eastern half of the northwest quarter of Section 36, Township 16 North, Range 3 West. Beach granted the Northern Pacific Railroad an easement for a spur leading to the mill in February of 1902. Thereafter, that track was known as Beach Spur. Figure 7-1 is a Northern Pacific map, courtesy of Jim Frederickson, which indicates the relative positions of the Northern Pacific Railroad, Beach Spur, the mill, and the Black River. The river served as a log pond for the business.

The mill changed hands later in 1902. George S. Allen and his son, H. F. Allen, purchased it in June and began operating it as the Allen & Son Mill. In a news item from Littlerock, the 19 September 1902 edition of the Centralia *News Examiner* reported that "G. S. Allen & Sons have bought the Beach sawmill north of town, and moved into it the machinery from their old mill at Olympia [the former Mallory & Graff sawmill, which had been located in the southwest quarter of the southwest quarter of Section 16, Township 18 North, Range 2 West]. The two mills make one good one. They started up September first in a good body of timber."

Logging Railroads of the West mentions that the Allen & Son Mill had a timber hauling railroad as early as 1902. A home-made engine was used and is the subject of the illustration on page 88. This image was drawn from a photograph made circa 1902 and provided by C. W. Mendenhall. Later, the locomotive was modified. Figure 7-2, courtesy of the Washington State Historical Society, displays it with a significantly different appearance. In order to harvest timberland east of the Northern Pacific Railroad, Allen & Son needed some way to get their trains across that line. The problem was solved by digging a passage beneath the Northern Pacific. Permission to do so was obtained in January, 1905 and the place where the undercrossing occurred became Northern Pacific Bridge # 21.

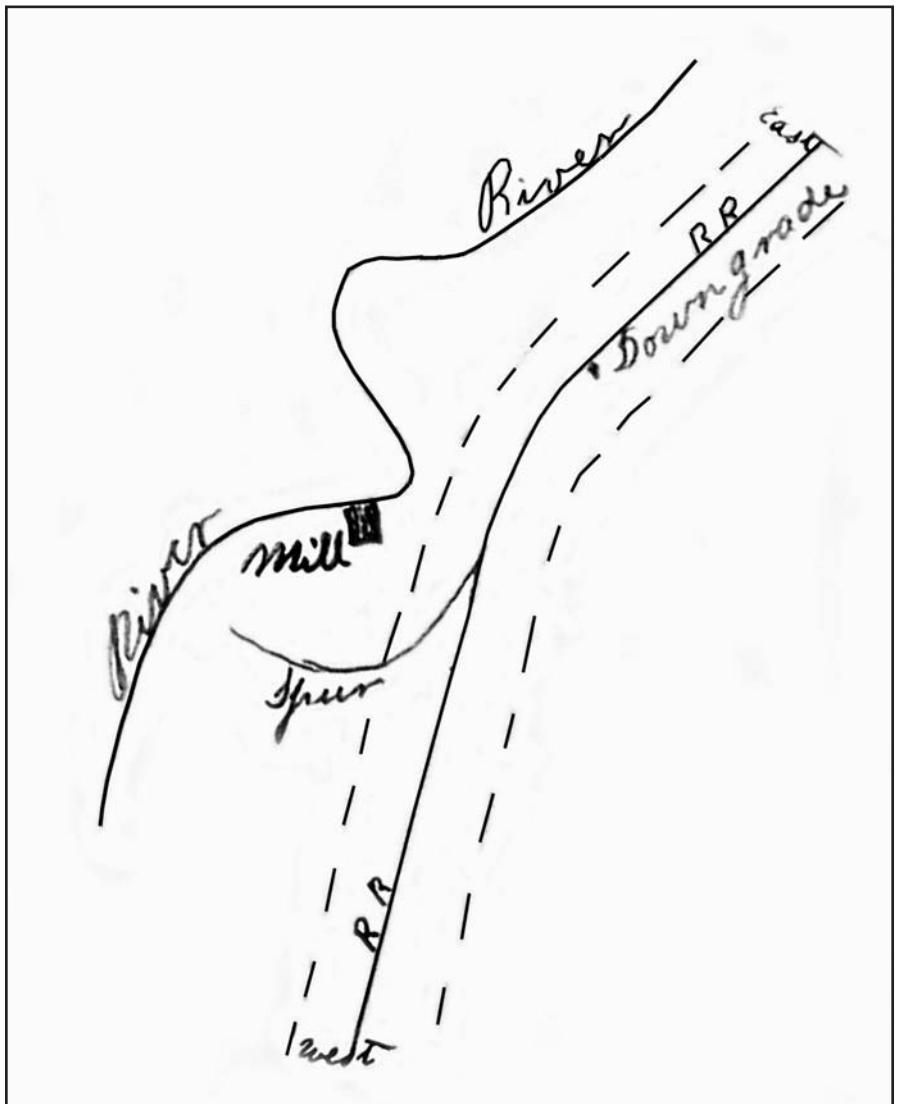
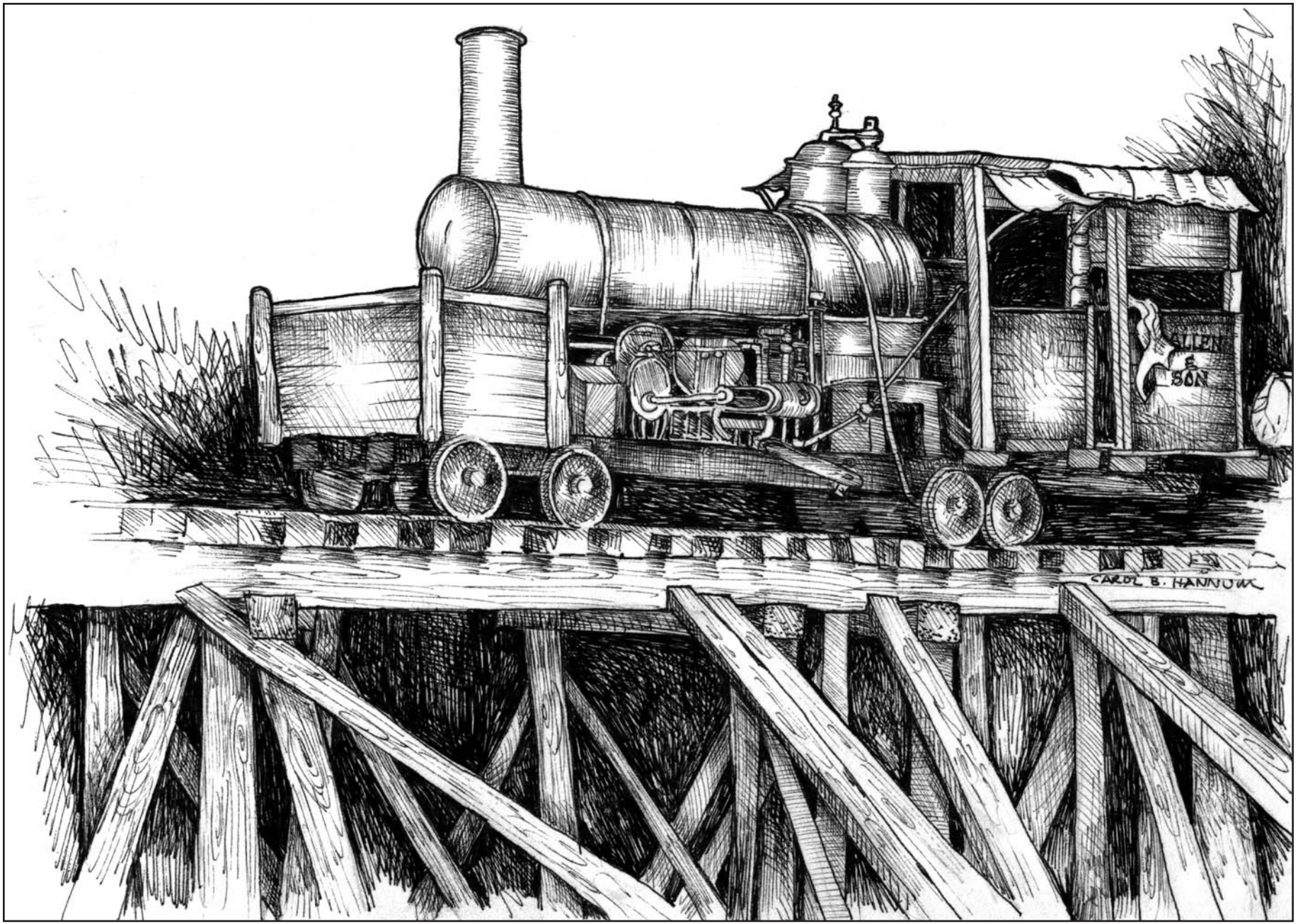


Figure 7-1 NP RR Map of Mill on the Black River



Engine Built and Operated by the Allen & Son Mill Railroad

Allen & Son Mill

Figure 7-2 Allen & Son Mill Locomotive

Figure 7-3 1911 Washington Railroad Commission Map

The company suffered a setback in February, 1906 when an accident occurred near the mill. The *Mason County Journal* reported that "A wreck occurred on the logging railway of Allen & Son at the company's mill near Little Rock early last week, that put practically the entire rolling stock out of commission for some little time . . . . While coming down the grade with the cars loaded with logs, the train became unmanageable. The train crew realized their danger and jumped in time, none of them being injured . . . the train tore down the track toward the mill and when it reached the bumper, piled up in an inglorious heap, the heavy logs raking the locomotive and piling up on top of the mess . . . That no one was injured in such a serious smashup is a matter of congratulation all around, although the financial loss to Allen & Son will be a heavy one."

The wreck probably strained the resources of the company, which then required an infusion of new capital. At any rate, the mill underwent another name change in the latter part of 1906. H. F. Allen and B. E. Sherman incorporated the Allen & Sherman Lumber Company in early October. They bought the Allen & Son holdings later that month. By that time, as reported in the 1907 edition of *The Timberman Directory*, the railroad associated with the sawmill was 2.5 miles long.

Fire destroyed the company's sawmill in 1908. The 20 March 1908 issue of the *Washington Standard* said that "The Allen-Sherman lumber mill, near Little

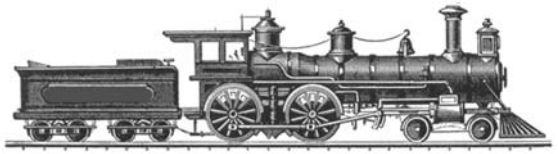
Figure 7-4 2011 View East from Coyote Lane

it still appeared on the 1911 Washington Railroad Commission Map. Figure 7-3 reproduces part of that map. It suggests that the most distant part of the logging line, represented by "A. & S. R. R." lay south of the Milwaukee Railroad mainline, between Maytown and Helsing Junction.

Very little remains of the mill and its associated railroad in 2011. Residents living nearby, on both sides of the abandoned Northern Pacific right-of-way, report past discoveries of large quantities of metal debris, logging cables and old sawdust piles on their property. Most of this material has now been carted away. One remnant of the cut under the Northern Pacific Railroad, the former site of Bridge # 21, can still be found along Coyote Lane. It lies approximately 400 feet northeast of the place where the lane turns toward the northeast and lies on the southeast side of the old Northern Pacific right-of-way. Figure 7-4 looks east from the lane, at that location. The eastern end of the excavation for the undercrossing is seen on the right. A creek can be discerned on the left. On the west side of Coyote Lane, the creek flows through a culvert where the bridge used to be. The rest of the railroad is just a memory.

Rock, was consumed by fire early last Friday morning, involving a loss of about $20,000 . . . a new mill will probably be built." The fire resulted in yet another reorganization of the business. On 23 March 1908, H. F. Allen bought all the company's logs in the Black River, the entire logging outfit, railroad rights-of-way, rails, cars, engines, blacksmith shop, and the mill site. It's doubtful that the mill was actually rebuilt. Allen had a contract with the Hill Lumber Company of Tacoma and probably sent subsequently harvested logs there.

During 1909 the supply of harvestable timber became exhausted. Northern Pacific Railroad bulletin # 674, issued in Tacoma on 29 Sep 1909, directed that "Use of spur known as BEACH about 1.5 miles east of Little Rock has been discontinued and switch taken out." The right-of-way under Bridge # 21 was filled in, and replaced by a culvert in November of 1910. Even though the railroad no longer existed,



8

Badger Lumber Company

Groundwork for the Badger Lumber Company was laid in 1911 when Leo Polehn leased land for a sawmill from the Hewitt Land Company. The parcel was a square 1.5 acre plot, southwest of Tenino. It occupied the extreme northeast corner of the southeast quarter of the northeast quarter of Section 2, Township 15 North, Range 2 West. In 1913, Leo and his brother Frank conducted business there as the Polehn Brothers Lumber Company. In May of that year, Joseph B. and Sarah J. Taylor sold a right-of-way for a logging railroad across the Taylor Ranch to the Polehn Brothers. The document specified a grade which would cross Section 1 of Township 15 North, Range 2 West, and Section 36 of Township 16 North, Range 2 West. Rails for the Polehn railroad were leased from the Northern Pacific. The eastern end of this track connected to a right-of-way used previously by the Great Western Coal Development and Mining Company and led, in turn, to the mainline of the Northern Pacific. A trace of this Great Western grade could still be identified in the 1936 aerial photograph presented in Figure 8-1. The figure displays the region near 180th Avenue and the Northern Pacific Railroad.

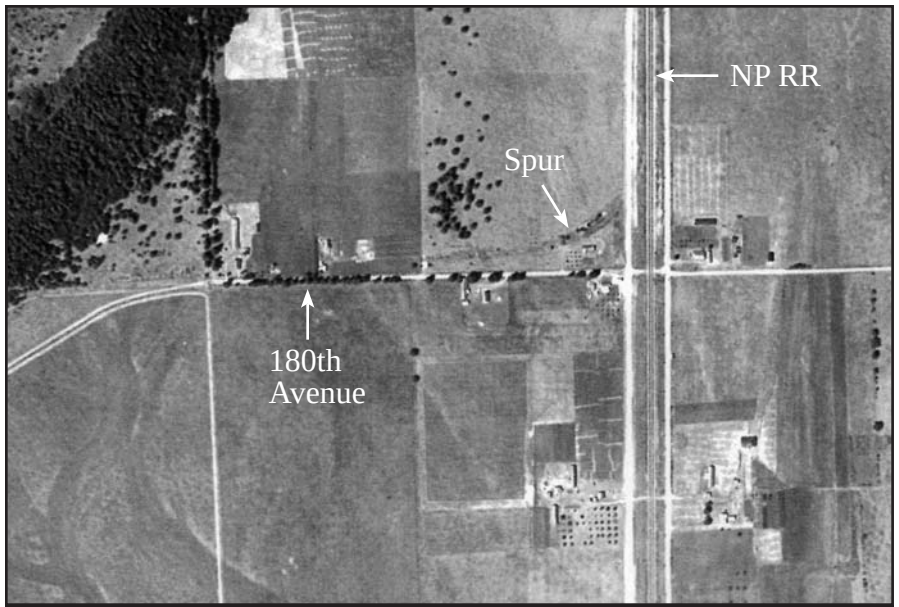


Figure 8-1 1936 Aerial Photograph at 180th Avenue

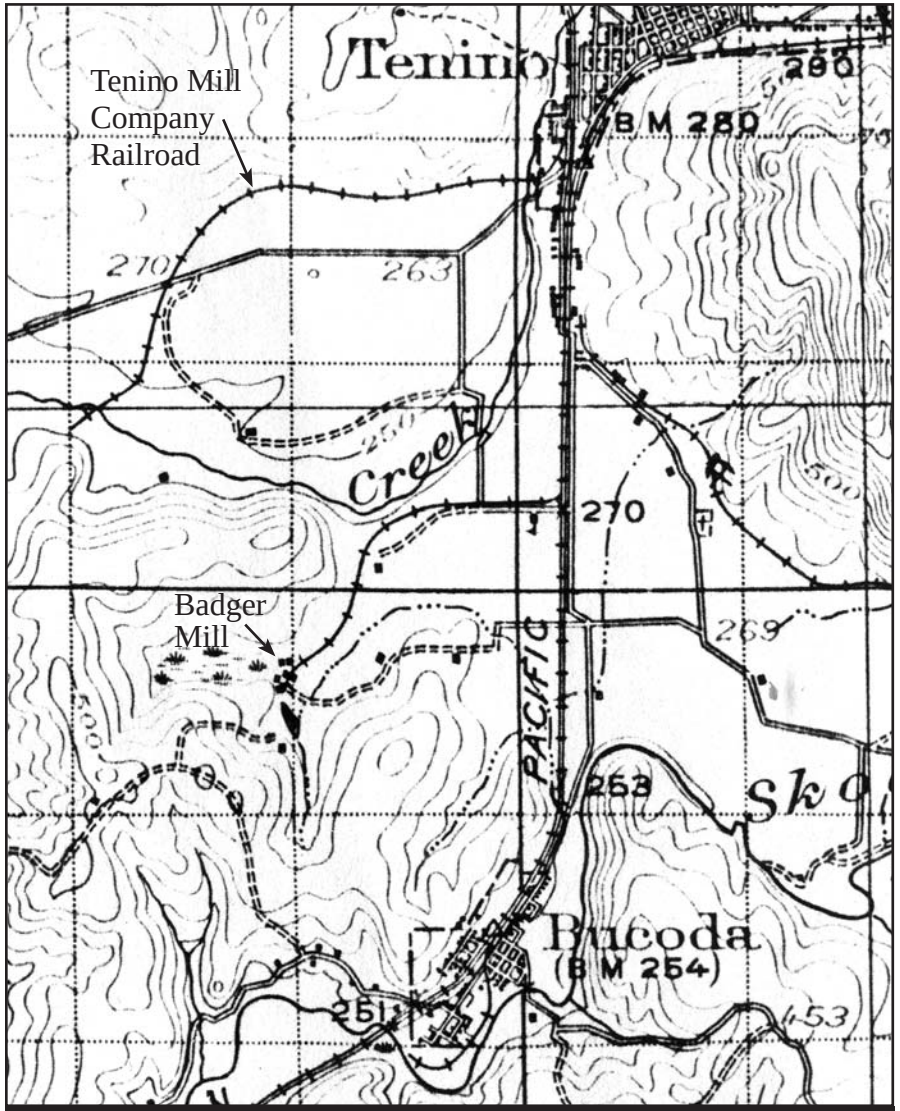
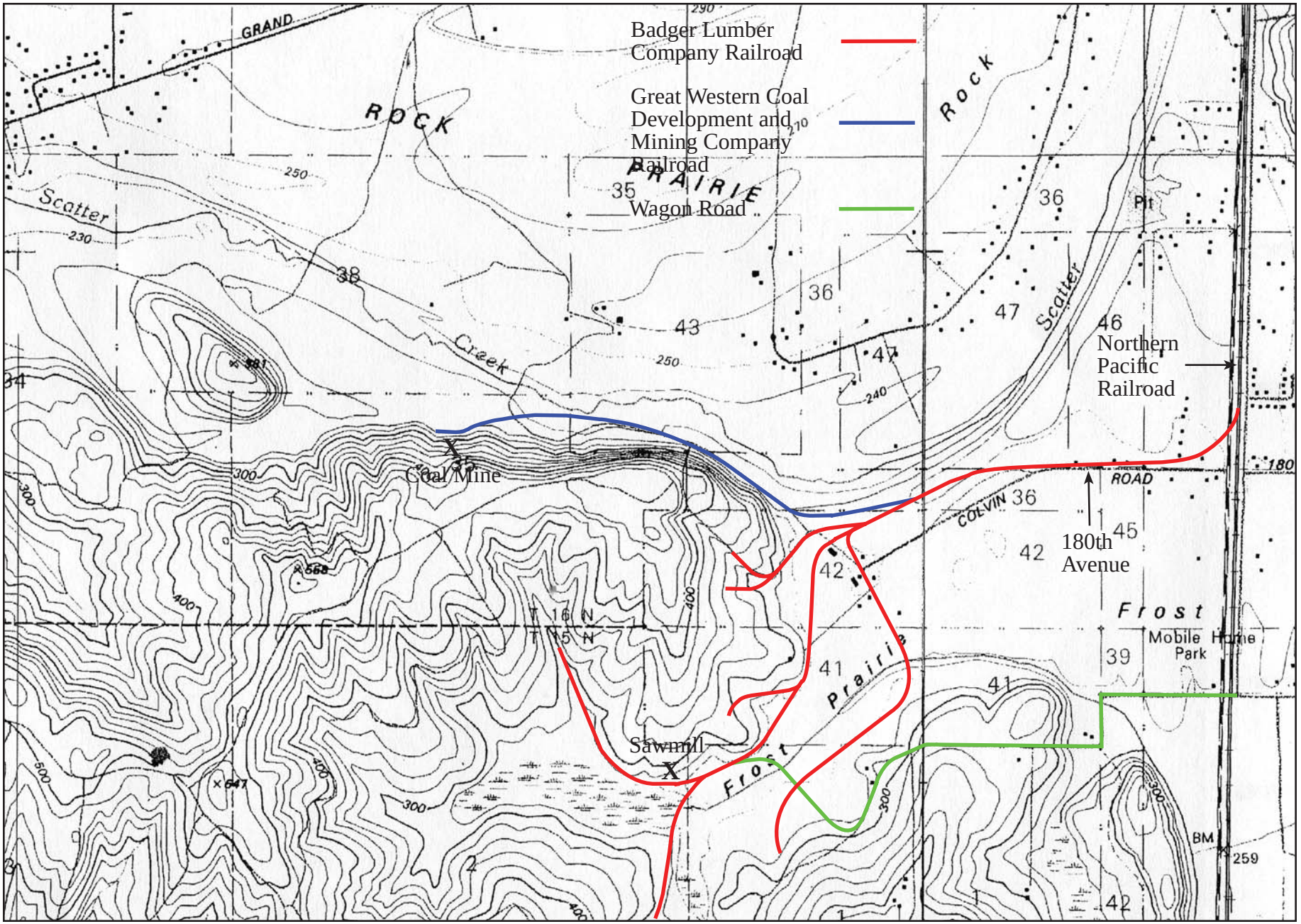


Figure 8-2 1916 Geological Survey Map



Route Map of the Badger Lumber Company Railroad

The coal company had built a short segment of railroad between its mine and the Northern Pacific in 1903. Rails were obtained from the Railway Steel and Supply Company of Seattle by mortgaging the mining operation and its railroad to the Seattle firm. The Great Western Coal Development and Mining Company became insolvent in 1908. That year, W. D. Hofius, who held the mortgage on the property, acquired all of the coal company's assets (including the railroad) in a sheriff's sale. Hofius sold those assets in 1911 to Franklin Umstead of Chicago. The latter sale included the rails bought in 1903, a small locomotive in poor condition, and fifty mining cars.

Figure 8-2 comes from the 1916 Geological Survey Map of this region. It shows the rail line between the Northern Pacific and the Badger mill. Track to the Great Western mine (probably removed circa 1911) was not represented. The latter track is shown in Figure 8-3, from Washington Utilities and Transportation Commission Case File # 43.

Frank Polehn sold his half of the business to Otto Polehn in June of 1914. The business was in financial trouble by 1916. Documents recorded in the first half of that year provide a glimpse of the business and its physical plant. One of them mentioned that in February, 1916, a log pond was situated at the mill and that the rails between the sawmill and the Northern Pacific mainline were leased from the Northern Pacific. Other track was present, but not specified. Early in May of that year, Joseph B. Taylor was the Receiver for the bankrupt Polehn Brothers Lumber Company. Taylor sold the contents of the Polehn sawmill, a 40 ton locomotive, 200,000 feet of felled logs in the woods, 9 structures (including residential houses, a bunkhouse, one cookhouse, and an office building) and the unexpired lease for the right-of-way over the Taylor Ranch, to V. R. Knoell. A few days later, the Badger Lumber Company was incorporated, with stockholders V. R. Knoell, H. L. Knoell and William H. Dittmar (see also the Chapter on the Sterling Mill Company). Before the end of May, V. R. Knoell sold all of the items mentioned immediately above, to the Badger Lumber Company.

Clearly, the Polehn Brothers used a railroad in conjunction with their sawmill. After the mill came under control of the Badger Lumber Company, the 1917 Western Railway and Logging Directory reported that the organization had one geared engine and 2 miles of track. The 1919 Directory of the Logging Industry, by *The Timberman*, (data collected in 1918) mentioned that the Badger Lumber Company operated 3 miles of track and E. A. Knoell was the manager.

The lumber company was unable to meet its payroll in early 1919. Several liens were filed against the business by unpaid employees. Assets specified in these proceedings included a 28 ton Class B Climax locomotive. Built in 1906, this engine had been purchased from the Tenino Lumber Company for $4,500. It was sold to the Crown Timber Company of Mapleton, Oregon circa 1920. The length of the railroad had contracted to 0.75 mile in 1919. The mill was for sale but no buyer

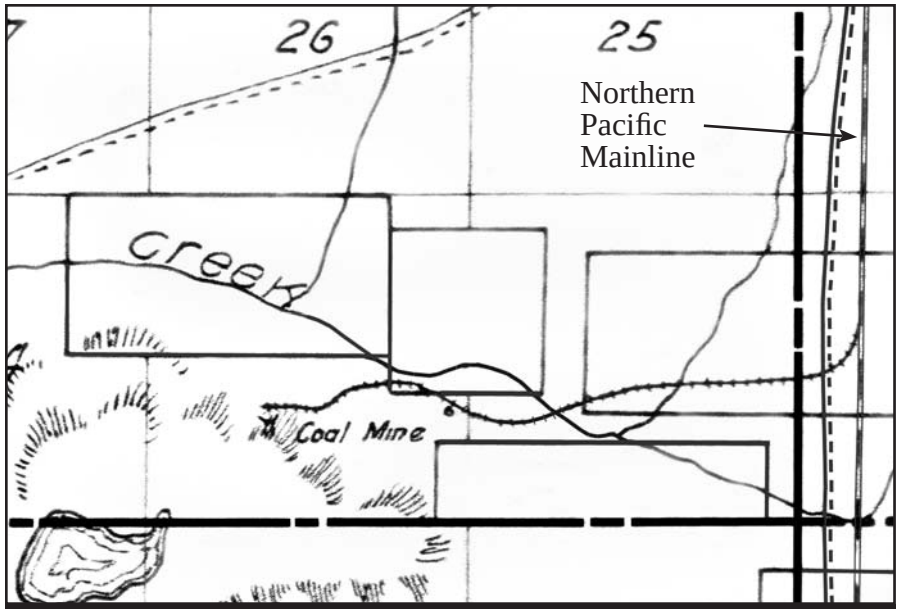


Figure 8-3 1910 Map, Spur to Great Western Coal Mine

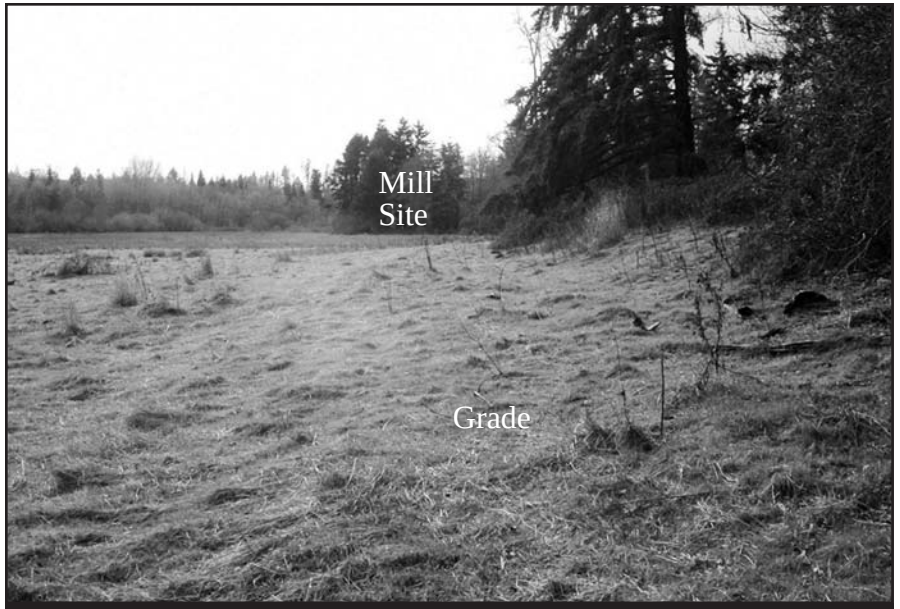


Figure 8-4 2010 View SW along Grade to Badger Mill

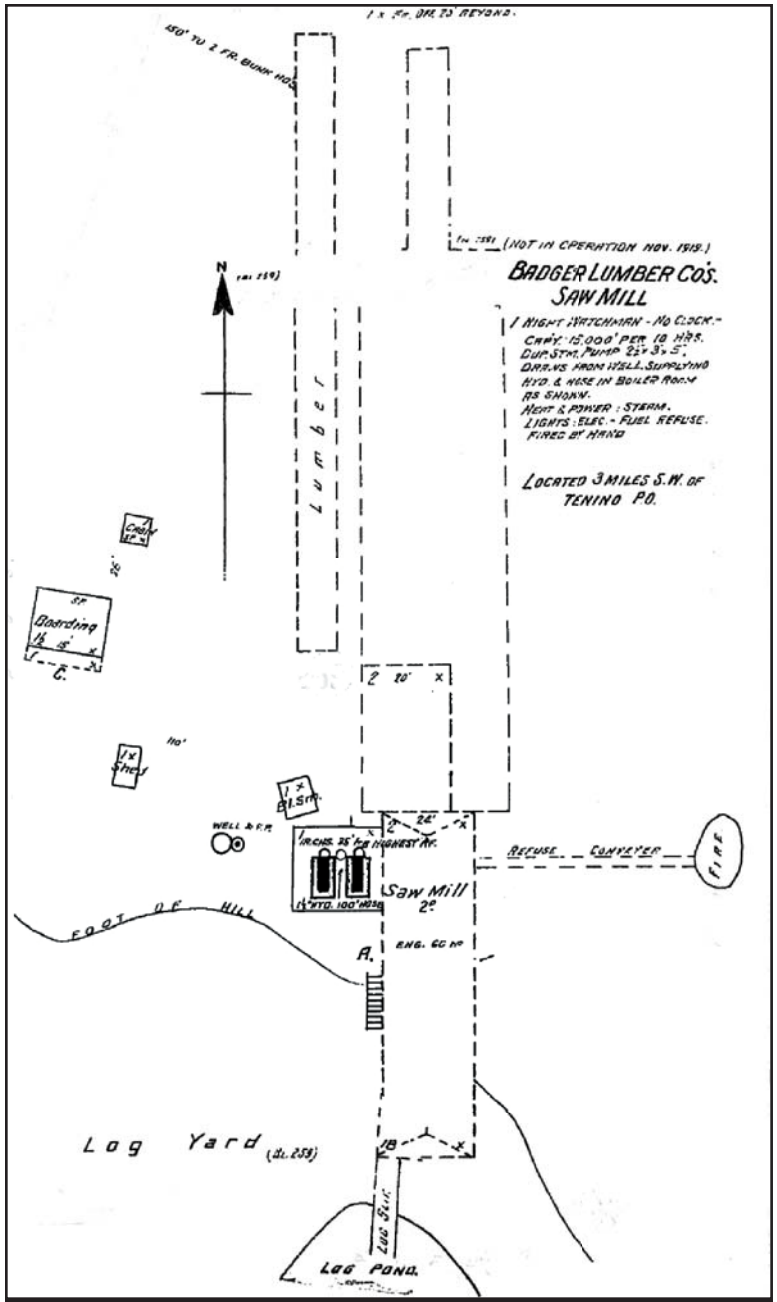


Figure 8-5 Badger Lumber Company Mill

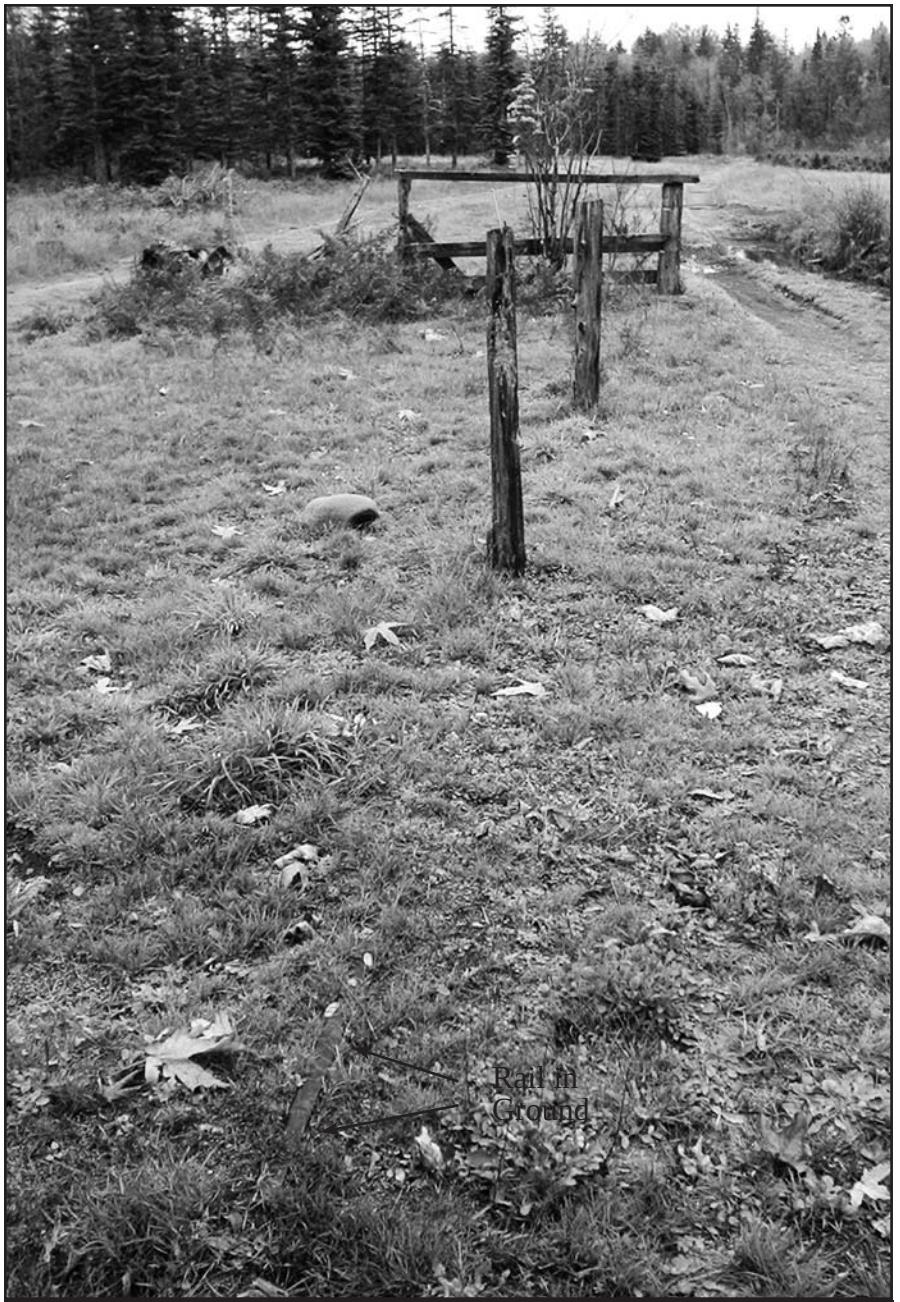


Figure 8-6 View SE near 2400 180th Avenue

Badger Lumber Company

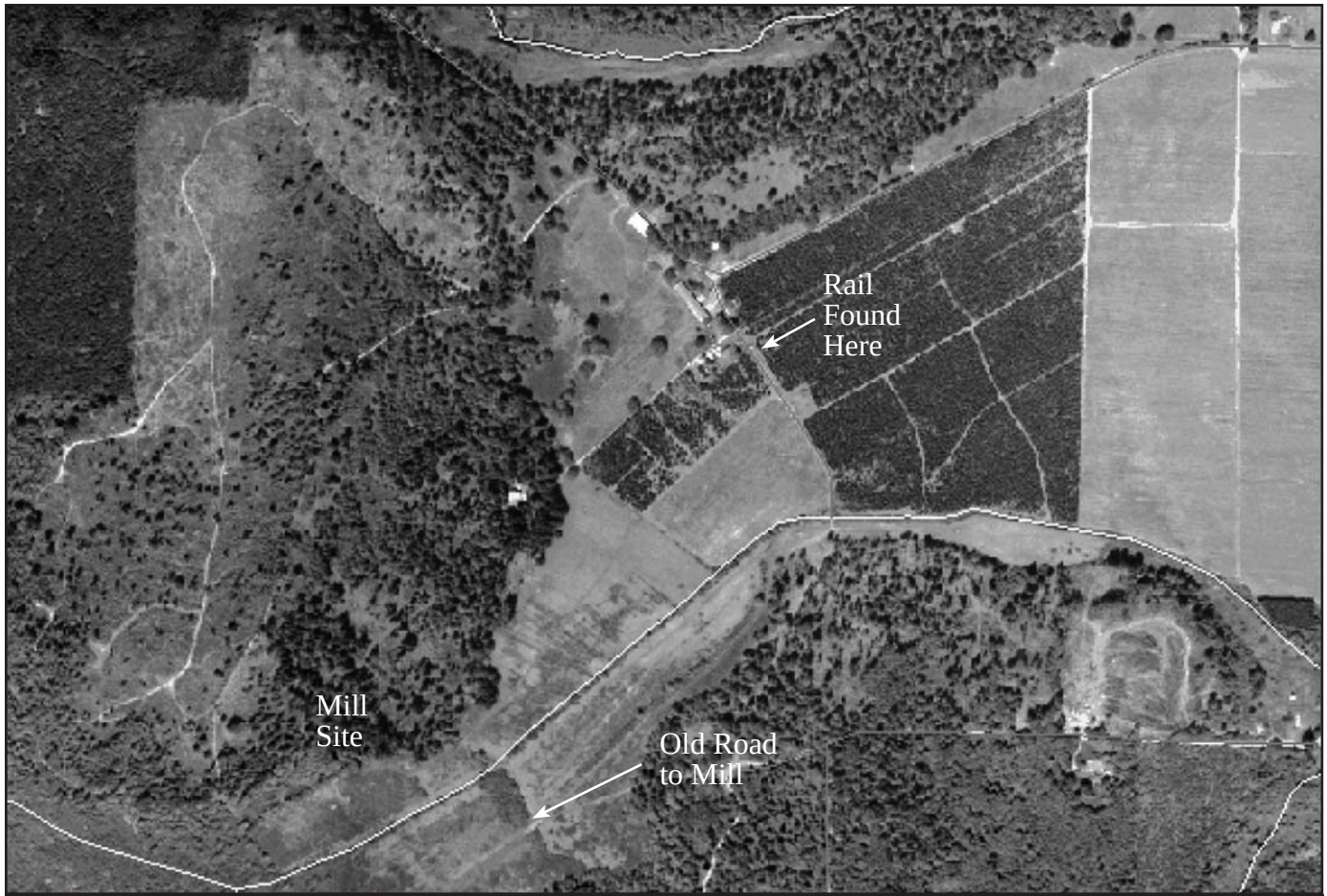


Figure 8-7 2006 Aerial Photograph of Region near Badger Lumber Company Mill

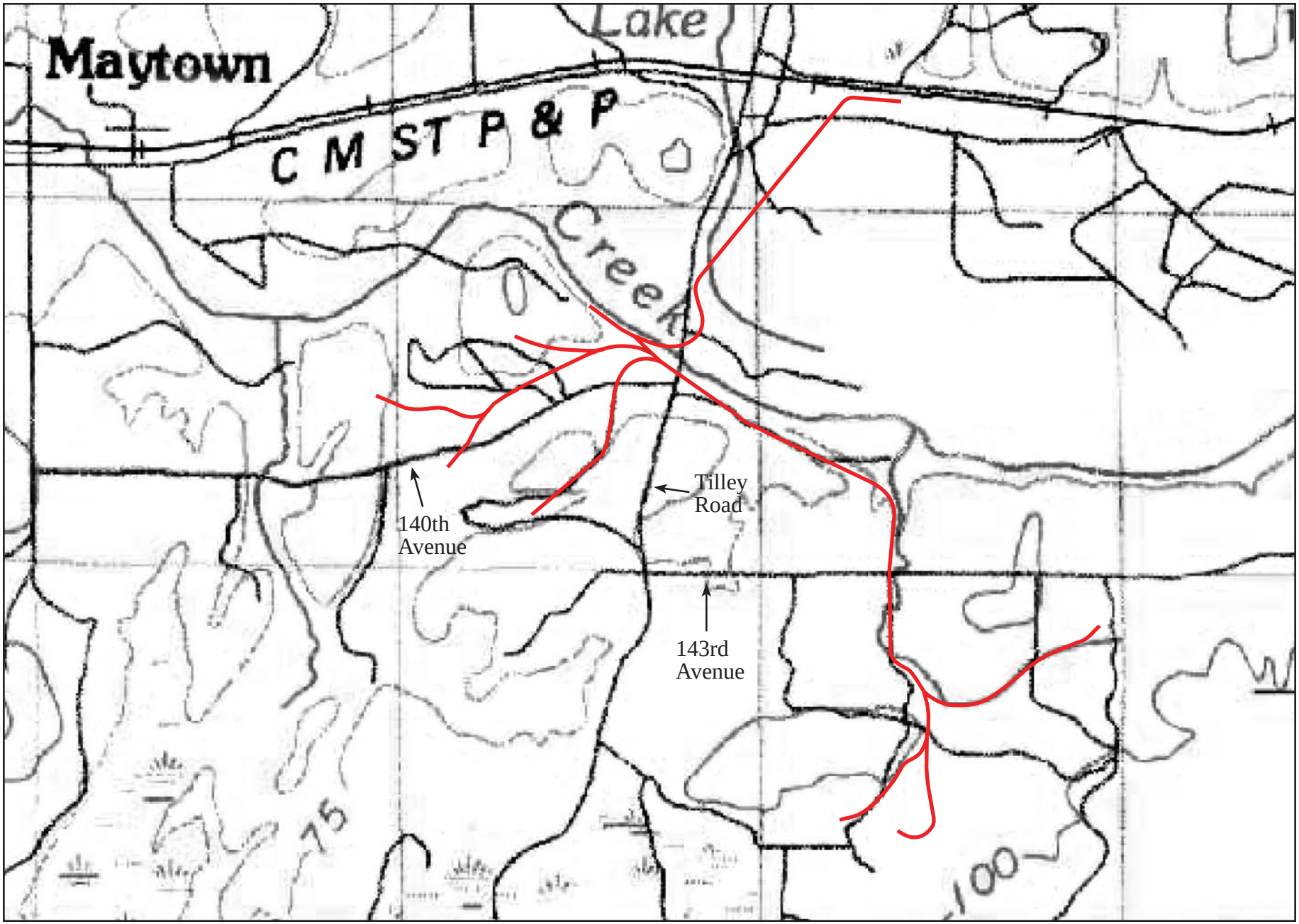
came forward. The lumber company did no significant business after February of 1919. Within a short time the mill buildings, machinery, and rails were removed.

Few remnants of the Badger Lumber Company and its railroad can be found today. Along the north side of 180th Avenue, the right-of-way used by both of the successive lumber companies, and also the coal mining company, can no longer be recognized. Farther west, where 180th Avenue curves toward the southwest, the grade is still visible. Figure 2-4 on page 12 displays the elevated path of the railroad in a view toward the northeast, at 2400 180th Avenue. The grade immediately northeast of the mill site can still be seen in modern times. Figure 8-4 is a 2010 photograph facing southwest from that place.

The position of tracks used to bring logs to the mill remains difficult to specify with certainty. It is known that the company harvested timber in the south half of the southwest quarter of Section 2 and in the northeast quarter of Section 10, both in Township 15 North, Range 2 West. However, the rights-of-way between the mill and these timberlands are undiscovered. Likewise, correspondence preserved at the Weyerhaeuser Archive indicates that in September, 1916, the Badger Lumber Company was felling trees in the southwest quarter of the southwest quarter of Section 1. Precisely how the rails reached that location is also unknown.

The company's log pond was located immediately south of the mill. It appears in the map presented in Figure 8-5. The dam which created the pond might also have been used as the foundation for track built to reach timber south and east of the mill. In a separate location, a short segment of rail can still be found in the ground. Figure 8-6 is a 2010 view toward the southeast at a point approximately one hundred yards south of the known right-of-way between the mill and the Northern Pacific mainline. Currently the house at 2400 180th Avenue is situated immediately west of the place where this rail was found. Figure 8-7 is a modern aerial photograph of the region surrounding the mill. Various structures, known grades, and the segment of found rail are identified.

The site where this mill stood is a quiet country setting today. The current owner of the property has observed a mother bear and its cub living there.



Route Map of the Beaver Creek Lumber Company Railroad

9

Beaver Creek Lumber Company

The Beaver Creek Lumber Company had a succession of owners between 1907 and 1926. During that time its mill was located in three separate places. The original owners of the company were the partners, William Blair and Paul Gesche. Bert H. Smith and his brother-in-law, J. F. Goodrich, bought the Beaver Creek Lumber Company sawmill in 1909. The first mill was located immediately west of Maytown, in the southwest quarter of the southwest quarter of Section 4, Township 1 North, Range 2 West. Charles W. Smith, Bert's father, bought timberland north of the mill in 1910 and continued to be active in the Maytown real estate market through 1912.

Charles W. Smith also purchased most of Section 24, Township 15 North, Range 3 West, in 1910. This was to be the second location for the Beaver Creek Lumber Company sawmill. The Centralia-Gate branch of the Northern Pacific Railroad ran along the west side of this mill site. By 1913, the Maytown-Chehalis Branch of the Milwaukee Railroad was also in operation, east of the mill. Thereafter, the company was able to ship products over both lines. The business did not log by rail at either of its first two mill locations.

Charles W. and Bert Smith had become partners in 1917 and, by then, they owned the Beaver Creek Lumber Company. Their company operated the business's third sawmill, located west of Tilley Road, in the northeast quarter of Section 10, Township 16 North, Range 2 West. This spot was south of Beaver Creek and north of the intersection with Reeder Road (which is now 140th Avenue). In February, 1917, the Smiths leased this mill to the Molberg Lumber Company for a term of 40 days. When the Molberg lease was up, the partners granted an indefinite lease on the property to J. H. MacGregor. Subsequently MacGregor, W. F. Slaughter and J. Bruce Polwarth incorporated the Beaver Creek Lumber Corporation, in August of 1917.

Entries in *The Timberman* for the company, which appeared in that publication as the Beaver Creek Lumber Corporation, began in 1919. That year, the business was operating 2.0 miles of track using 20 pound rail. The 1920 listing cited the Beaver Creek Lumber Corporation with 1.0 mile of track and one logging truck pulled by horses. In 1921 the corporation operated 1.5 miles of track and had acquired a rod locomotive. The last entry was in 1922, when 2.0 miles of track were used with "output handled by C. M. & St. P." Figures 9-1 A and 9-1 B were prepared from a 1936 aerial photograph of the region near the company's third mill. Figure 9-1 A is the original picture and Figure 9-1 B indicates the site of mill, the company office, and railroad grades.

Over an extended period of time, Dewitt Clinton Bush, who resided near the third mill, developed a business relationship with the Beaver Creek Lumber Corporation. By 1922 he owned the 10 ton Davenport locomotive operated by the company, and the two miles of rails upon which it ran. These two assets were leased back to the corporation in April of that year, and finally bought back entirely, the following July. Reorganization also occurred in July, when the business was incorporated as the Beaver Creek Lumber Company. *The Timberman*, edition of July 1922, noted that Seattle was the place of business for this entity, and the owners were P. F. and J. B. Robbins.

The reorganization of the Beaver Creek Lumber Corporation was necessary after the death of Charles W. Smith in May of 1922. After two months, his widow, Lucinda, signed a new lease covering the sawmill on Beaver Creek. A few weeks later, Maude Ipe, a daughter of the Smiths, leased additional property north of the mill to the new corporation. This land was on the east side of Tilley Road and was to be used to provide an office, cookhouses, and other buildings. Permission was given for the company to build a track from its mill to the Beaver Creek Spur of the Milwaukee Railroad. This implies that finished lumber had previously been transported to the spur by wagon. Figure 9-2 is part of a Milwaukee Railroad Valuation Map showing the location of Beaver Creek Spur. The lease granted by Lucinda Smith mentioned that upstream, Beaver Creek was 3.5 feet higher than its normal level due to the presence of a dam and millpond used by the lumber company. The document also stipulated that there was to be no restriction on the use of the logging railroad where it lay east of Tilley Road, in the northeast quarter of Section 10.

Several liens were placed against the lumber company in the latter part of 1922, suggesting that the business was suffering financially. These filings pertained to timber being removed from the southwest quarter of Section 14, Township 16 North, Range 2 West. One such document contained a claim against the company by D. C. Bush for work performed before the rail spur from the mill to the Beaver Creek Spur was completed. Bush was owed $900.16 for hauling lumber at a rate of 50 cents per 1,000 board feet. The Beaver Creek Lumber Corporation was stricken from

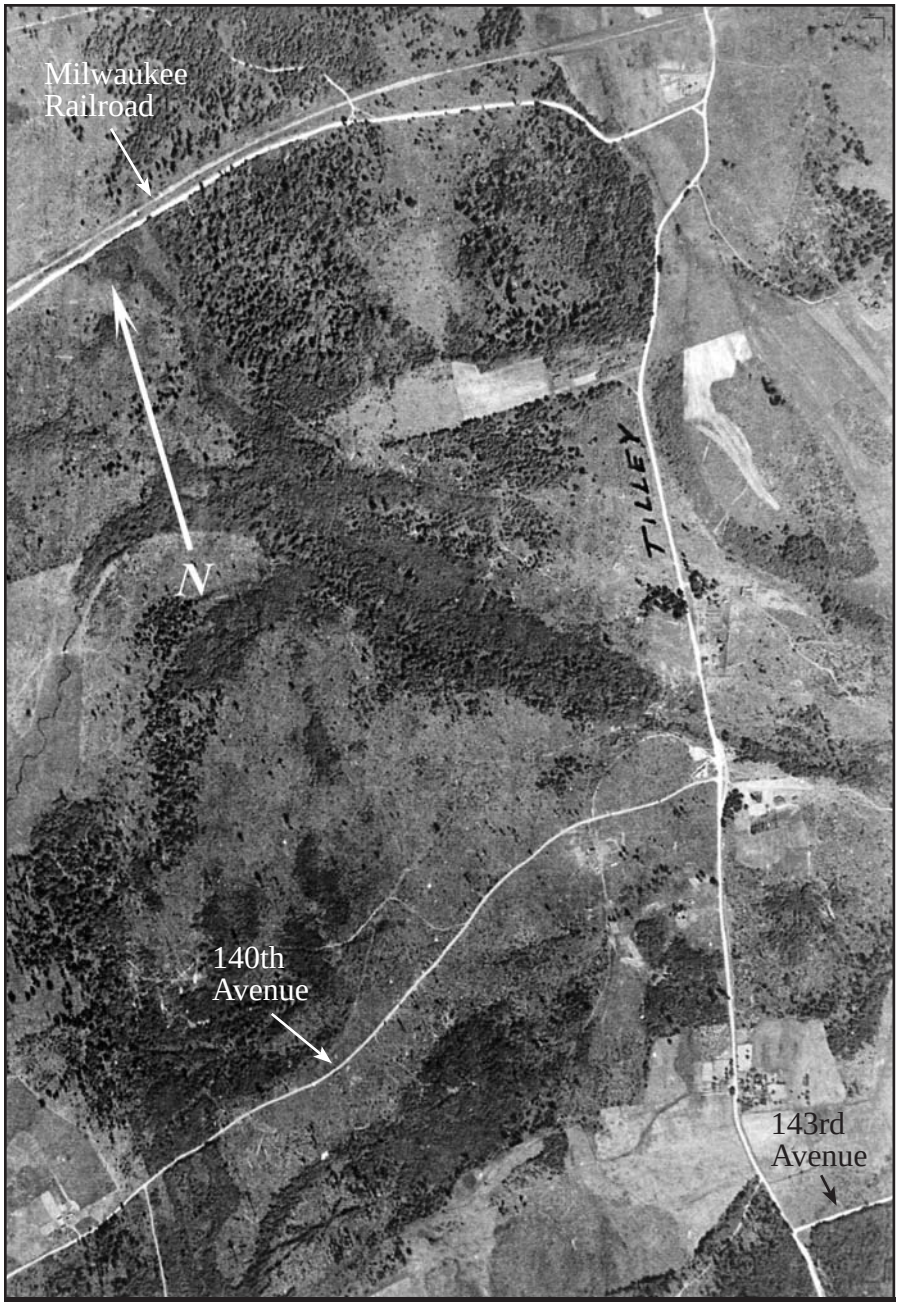


Figure 9-1 A 1936 Aerial Photograph of 3rd Mill Site

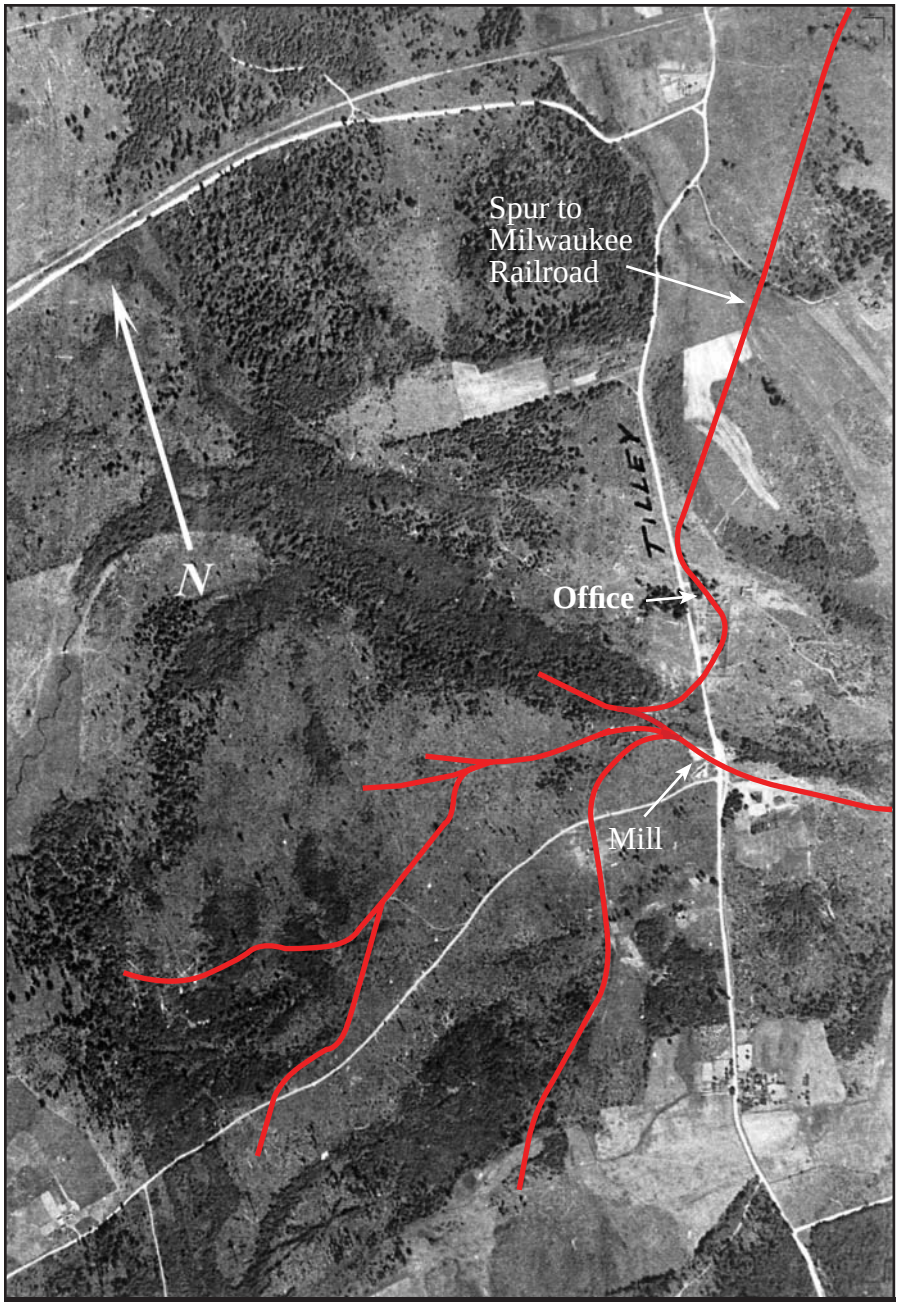


Figure 9-1 B 1936 Photograph with Grades

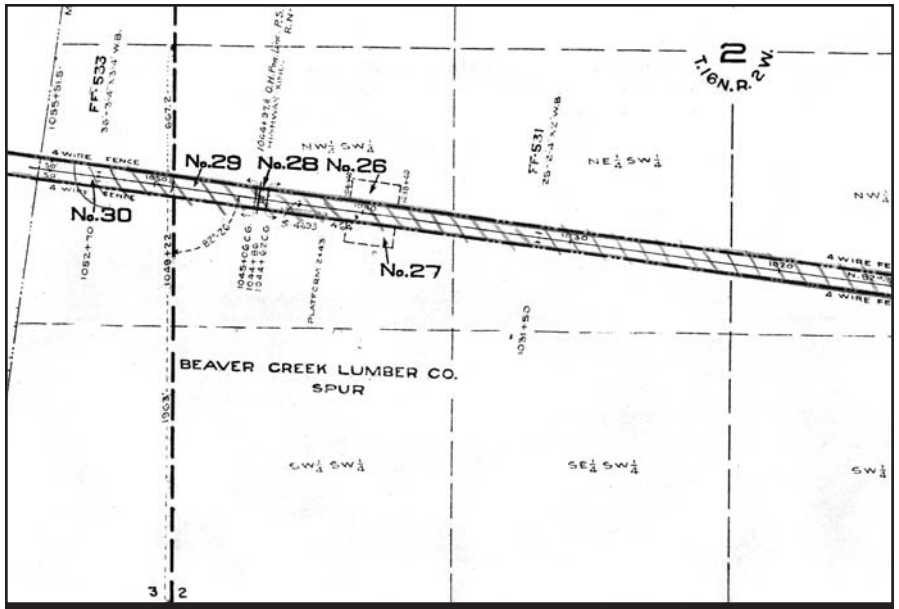


Figure 9-2 Milwaukee Railroad Valuation Map

the record of Washington corporations on 1 July 1923. However, the September, 1923 issue of *The Timberman* reported that the corporation was reinstated on 24 August of the same year, and it paid taxes in 1924. Fire reportedly destroyed logs and some donkey engines in July, 1925. A 1926 issue of *The Timberman* (using data from 1925) gave the length of the railroad as 3.5 miles, with A. W. Stegman manager and superintendent. Later in 1926, the Beaver Creek Lumber Company was permanently out of business. Its name was stricken from the record of active Washington corporations on 1 July of that year.

Almost none of this railroad can be identified in modern times. There are no physical features to mark the position of the Beaver Creek Spur along the former Milwaukee Railroad right-of-way. By 2009 the building that previously held the office had fallen down. It was still standing in the year 2000 when the photograph seen in Figure 9-3 was obtained. The location is opposite the house at 13605 Tilley Road. The site of the former sawmill is occupied now by the residence at 232 140th Ave SW. On the opposite side of the creek, north of that address, a large piece of concrete can be found. Almost certainly it was part of the dam used to create the company's mill pond. It is indicated on the modern aerial photograph presented in Figure 9-4. Figure 9-5 is a 2010 photograph of the concrete structure, which is approximately 18 feet long and, in one place, 4 feet high.

Figure 9-3 2000 View East toward the Office

Figure 9-4 2006 Aerial Photograph at Mill Site

Figure 9-5 2010 Concrete on North Side of Beaver Creek

Figure 9-7 2010 View Southwest along Spur

Figure 9-6 2010 View North, South of 143rd Avenue

The mill's dam probably functioned as the roadbed for track used to transport finished lumber for shipment at the Beaver Creek Spur. In order to reach the level of the creek, a grade led northwest from the mill and then descended a moderate slope. This downgrade is still present. It is located at the junction of the north ends of the properties at 234, and 310, 140th Avenue. At the bottom of the slope, just above creek level, a switchback crossed the creek across the top of the dam.

The right-of-way which led southeast from the mill, on the south side of Beaver Creek, ran through land owned by Dewitt Clinton Bush. That track then turned south, following a stream tributary to Beaver Creek, and crossed 143rd Avenue immediately west of the residence at 816 143rd Avenue. Figure 9-6 is a modern photograph, with a view to the north, taken from a position west of that address, and south of 143rd Avenue. Southeast of that point, a spur from the mainline of the logging railroad branched toward the northeast. Figure 9-7 is a view southwest along that branch.

Farther south, along the mainline, part of the driveway of the house at 1024 Wright Road uses the old right-of-way. Although the Beaver Creek Lumber Company must have had an extensive network of track south of that address, those grades have remained elusive.

10

Black Hills & Northwestern Railway

The Black Hills & Northwestern Railway was the title given to the Thurston County railroad operation of the Mason County Logging Company, after that organization finished most of its timber harvesting operations in Mason County. As its name suggests, the Mason County Logging Company began in the county with the same name, which is located immediately north and west of Thurston County. The business was incorporated in Shelton, Washington on 25 July 1892. Thomas Bordeaux was President and his brother, Joseph, was Secretary. Mark Draham, who later organized the Mud Bay Logging Company, was the first General Manager of the enterprise. The company constructed several segments of logging railroad in Mason County, using the Washington Southern Railway (and its successor line, the Peninsular Railway) to bring logs to tidewater in Shelton. Mason County timberland controlled by this logging company was becoming exhausted during the first decade of the twentieth century. The Bordeaux Brothers realized as early as 1898 that this would happen eventually. Anticipating this, the Mason County Logging Company began buying land in the Black Hills of Thurston County.

During March and April of 1899, the Northern Pacific Railroad built a spur from its Olympia-Gate line to the company's new logging town, Bordeaux, named for the two brothers. The mainline point of origin of this track came to be known as Bordeaux Junction. At the same time, north of the 4th Avenue Bridge in Olympia, the Olympia Log Dump and Boomrafting Grounds (a subsidiary of the Mason County Logging Company) was under construction at a location immediately northwest of the Port Townsend Southern Railroad station. The 14 July 1899 edition of the *Washington Standard* reported that "The Mason County Logging Company, whose output will be at a new boom on Westside, will begin the logging business proper [as] soon as their cars arrive from the east, and they are now overdue. Their labors so far have been directed toward track-laying into their timberlands, pile-driving to secure a receptacle for their logs in tidewater, and securing every facility for transacting business on a large scale. About 90 men are now employed by the company. When logging begins the payroll will be increased to 200 or 300 men."

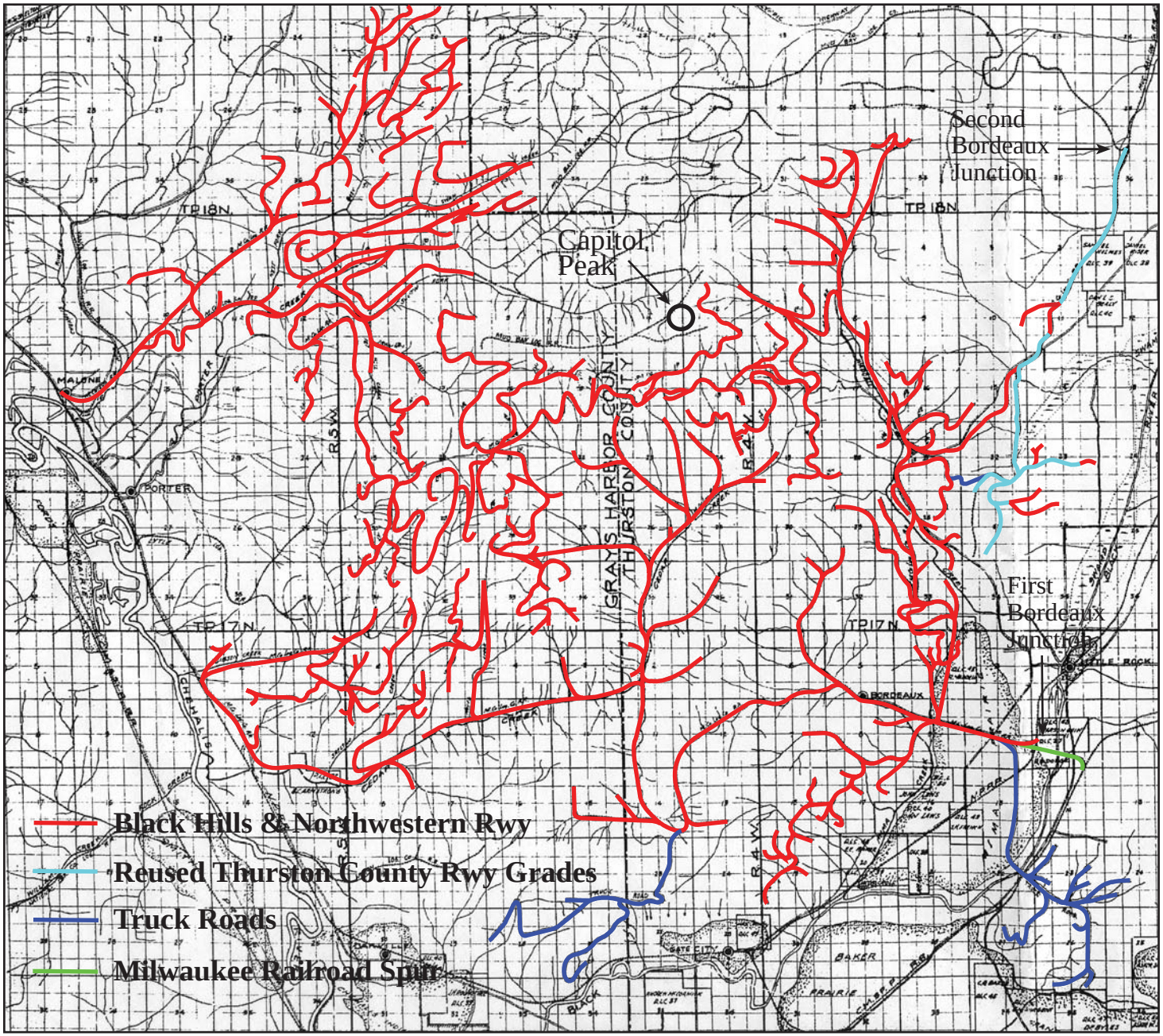
The same newspaper declared on 25 August 1899 that "The Mason County Logging Company has five donkey engines in operation at their camp near Gate City. They bring into their Westside dump two trains of logs daily, aggregating 100,000 feet." The route used by these log trains began at Bordeaux on the Northern Pacific spur. At Bordeaux Junction, the cars transferred to Northern Pacific's Olympia-Gate line for a trip northward several miles, to the west side of Budd Inlet (now Capitol Lake). There, the cars passed onto the Port Townsend Southern, travelling a short distance north to the log dump.

The Mumby Lumber & Shingle Company, a new division of the Mason County Logging Company, built a cedar shake mill at Bordeaux in 1902. The Milwaukee Railroad began operations over its McKenna-Helsing Junction mainline in 1910 and also wanted to do business with the Mason County Logging Company. To do so, it constructed a short segment of new track from its mainline, which joined the Northern Pacific spur to Bordeaux. The place where this Milwaukee track originated was called Mumby Junction. A small community grew up there, near the Milwaukee Railroad station. It became Mumby, Washington.

The Mason County Logging Company's railroad in Thurston County was incorporated on 18 April 1903 as the Black Hills & Northwestern Railway Company. Encyclopedia of Western Railroad History mentions (page 229 of Volume 3) that on 30 June 1910, the Mason County Logging Company possessed 5 miles of track in Mason County (tributary to Shelton) and 20 miles of railroad around Bordeaux, in Thurston County. By that time, Bordeaux had become a sizable village, which eventually included a hotel and general store.

The Mason County Logging Company grew appreciably larger in 1924 with the acquisition of the Vance Lumber Company. With a large mill at Malone, in Grays Harbor County, the latter company already operated a logging railroad of its own. Initially, the Vance right-of-way was not connected directly with the Black Hills & Northwestern Railway system. In 1935 the Malone Division converted to truck logging. By the time the mill at Malone was closed in 1938, a direct rail connection had been established with the rest of the Black Hills & Northwestern Railway. This link went up and over the hills east of Malone and could be used to haul logs from the Malone Division's truck transfer station to any other Mason County Logging Company facility.

A very significant change in the company's rail operation developed in 1930. Late that year an agreement was inked with the Mud Bay Logging Company. It allowed the Black Hills & Northwestern Railway to connect to the older, long abandoned Thurston County Railway mainline to the south (through what is now the Alpine Hills community and Delphi Valley). The place where that connection occurred is seen in Figure 42-36, on page 359. Almost all of that right-of-way was resurrected. In a few places, where the older grade was unfavorable, a completely new track alignment was engineered. Figure 10-1 is a 2010 photograph of one such area. This photograph was made while looking north along the new alignment, near the east end of the driveway for the residence at 7721 Delphi Road.



Route Map of the Black Hills & Northwestern Railway

Figure 10-1 View North at 7721 Delphi Road

After this project was completed, the Mason County Logging Company could ship logs directly, through the Mud Bay log dump. This was less expensive than paying the Northern Pacific to haul logs from Bordeaux Junction to the company's own log dump in Olympia. Chapter 42, devoted to the Mud Bay Logging Company and its railroad, the Thurston County Railway, includes a detailed description of the older Mud Bay grade and the new Mason County alignment. The northern end of the track reopened by the Black Hills & Northwestern Railway was at a place that then became a new (second) Bordeaux Junction.

South of Waddell Creek Road, the Black Hills & Northwestern Railway also appears to have reactivated some additional abandoned rights-of-way of the Thurston County Railway. This provided access to incompletely logged areas. Figure 10-2 is part of a map of the Mason County Logging Company rail system. It was initially produced in 1935 and revised in 1940. Reused Thurston County Railway grades are highlighted in color. Figure 10-3 is part of a 1941 Army Corps of Engineers map, prepared with data gathered 1937-8. Although the Black Hills & Northwestern Railway had been recently abandoned, it still appeared. Again, recycled Thurston County Railway grades appear in color. See page 347 in Chapter 42 for a discussion of uncertainties inherent in determining the extent of reused grades.

The October, 1941 issue of *The Timberman* contained an excellent article describing the twilight years of the Mason County Logging Company. Entitled "Nearing the

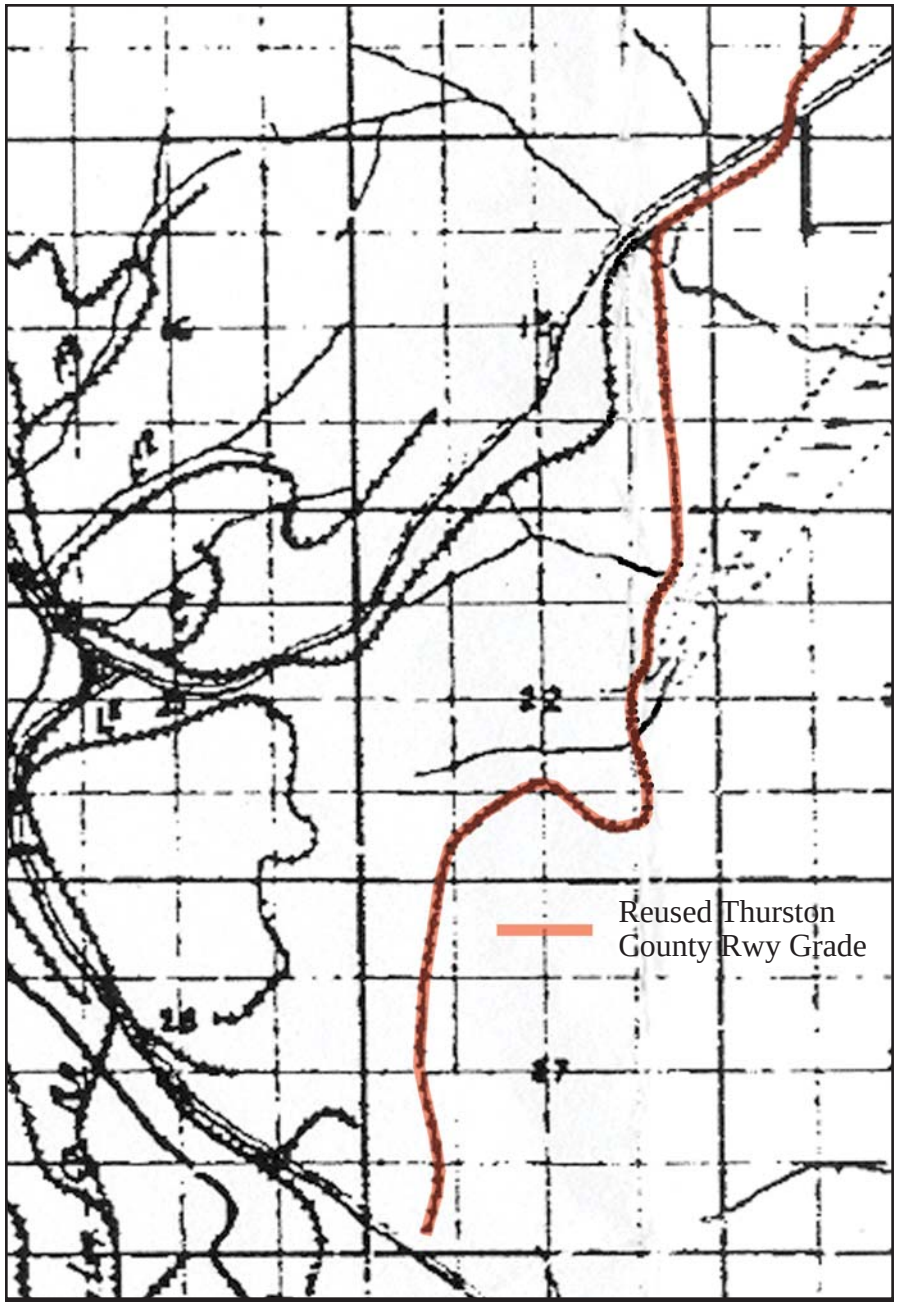


Figure 10-2 1940 Reused Thurston County Rwy Grade

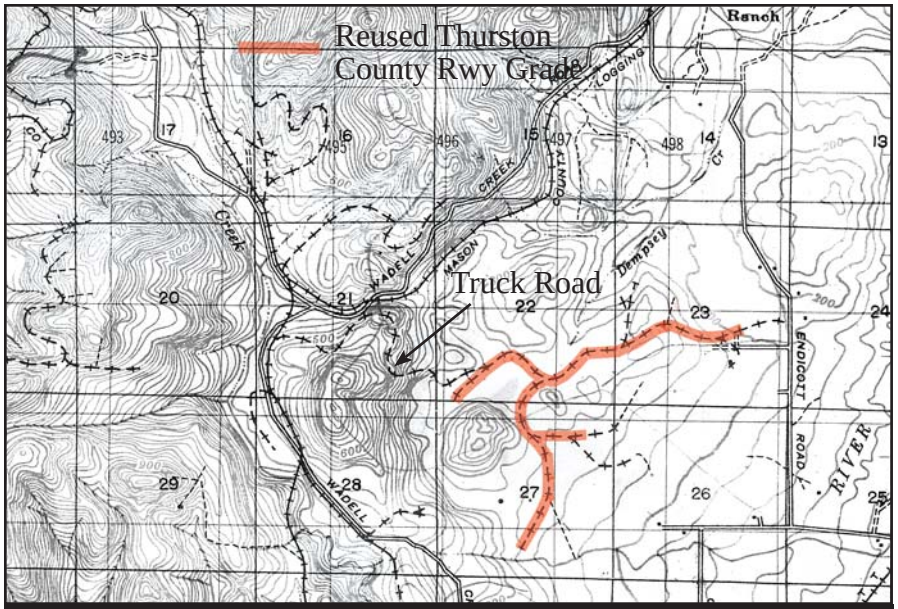


Figure 10-3 1941 Corps of Engineers Map, Gate Quad.

Figure 10-5 2010 View North at 7333 Prairie Parkway

Figure 10-4 Post-1938 View of Log Trucks at Bordeaux

Figure 10-6 2010 View West at 15847 Littlerock Road

Black Hills & Northwestern Railway

Last Turn," it detailed the use of truck logging by the company. Trucks were first used for this purpose at Bordeaux in 1938. Five six-wheeled International tractor trucks were purchased. Figure 10-4, courtesy of the University of Washington Library, is a picture which included all five vehicles. When fully loaded, these trucks were too heavy to drive on paved county roads without causing damage. As a result, previously surveyed and engineered rights-of-way were finished as truck roads, rather than with rails. Two such road systems are indicated in blue on the map at the beginning of this chapter. When observed in modern times, this type of road looks just like an abandoned railroad grade, even though it never received track. One, located southwest of Littlerock, can be reached by turning east, from Mima Road onto Bordeaux Road, and then turning south on Prairie Parkway. Figure 10-5 is a view north from the driveway common to the residences at 7333 and 7345 Prairie Parkway. The amount of filling done for this grade would not have been necessary to construct a road designed originally for trucks. Farther south, the right-of-way crossed the Black River at 15847 Littlerock Road. Much of the trestle used for the crossing remains in the river. Well preserved pilings are visible in Figure 10-6, a photograph made facing west, across the river.

All the timber available to the Mason County Logging Company had been cut by 1941. The length of the Black Hills & Northwestern Railway had been gradually reduced such that, by then, only 64.5 miles of track were left. The company shut down at the same time that the Mud Bay Logging Company, and its log dump, ceased to operate. A comprehensive history of the Mason County Logging Company, from start to finish, was written by Frank Morris and George Cummins. It appeared in the June-July, 1996 issue of *Tall Timbers Short Lines*.

This logging railroad had a relatively large roster of engines. Figure 10-7 is a 1932 photograph courtesy of the University of Washington Library. Built in 1930, this three-truck Shay locomotive was the second engine identified by # 1 on the Black Hills & Northwestern Railway. The name "Pacific Coast" appeared on its cab. Vicki McKinnon provided the circa-1917 picture of Engine # 2, another three-truck Shay which appears in Figure 10-8. The same locomotive paused at a company logging camp in Figure 10-9. That 1919 photograph is also courtesy of the University of Washington Library.

Vicki McKinnon shared the photographs reproduced in Figures 10-10 and 10-13. Figure 10-10 shows Engine # 6 after it overturned in a 1914 accident. The engineer, Clyde Cummings, stood on one trailing wheel of the 2-8-2 Baldwin locomotive. Figures 10-11 and 10-12 are photographs of the 2-6-2T Baldwin engine that carried # 7 on the Black Hills & Northwestern roster. Both come from the Chris Baldo Collection at the California State Railway Museum. In Figure 10-11, part of its number (7) can be seen under the left forearm of the man standing on the right. The Port of Olympia bought # 7 in 1928 and operated it as # 2 until 1955. It appeared at work, in Olympia, in Figure 10-12. More recently the locomotive was acquired

Figure 10-7 1931 "Pacific Coast" - Second Engine # 1

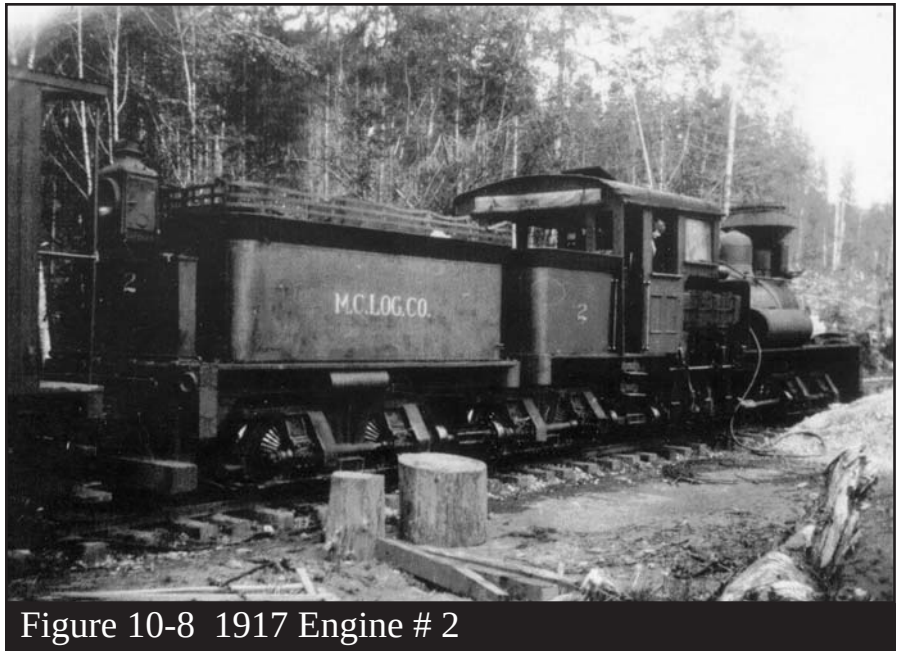


Figure 10-8 1917 Engine # 2

Figure 10-9 Engine # 2 at a Logging Camp

Figure 10-11 Pre-1928 View of Engine # 7

Figure 10-10 1914 Wreck of Engine # 6

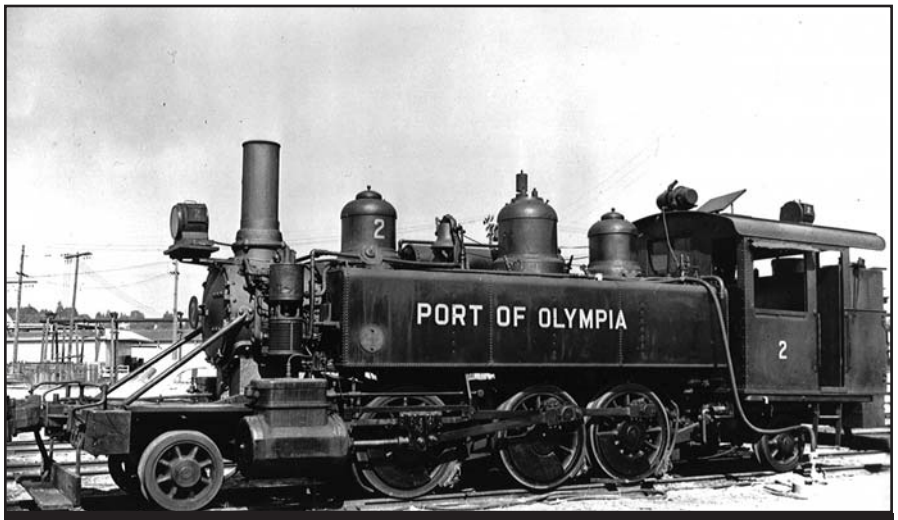


Figure 10-12 Post-1928, as Port of Olympia Engine # 2

Figure 10-13 1915 Engine # 9 and Crew at Bordeaux

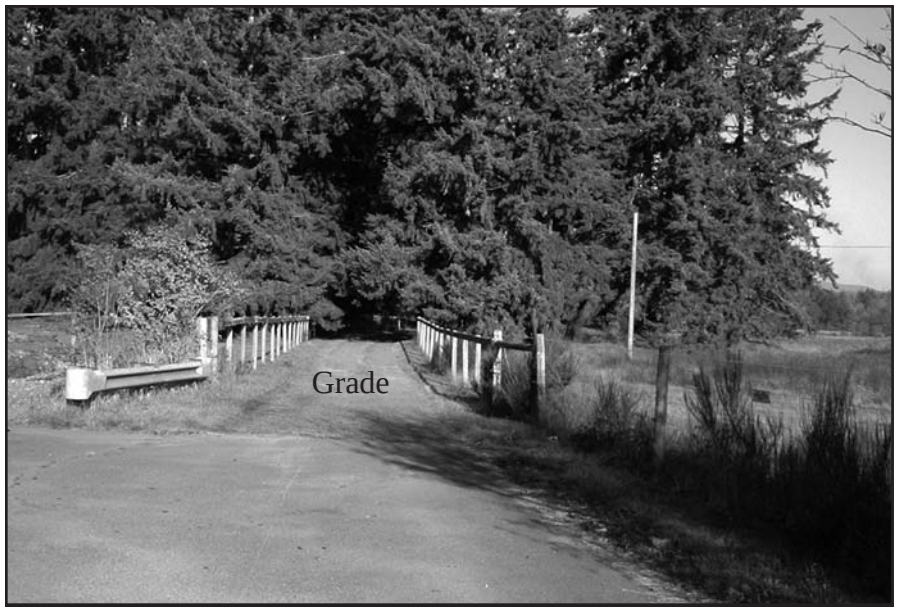


Figure 10-14 2010 View NW at 8526 Bordeaux Road

by Roots of Motive Power, located in Willits, California. There, its original # 7 was restored. Figure 10-13 captured the crew of Engine # 9 at Bordeaux circa 1915, when the locomotive was only one year old. Its specifications were similar to # 6.

Visiting the old grades of this logging company railroad is relatively easy. Many of those rights-of-way are located in the Capitol State Forest and are now accessible by automobile roads. By far the most interesting site to visit, however, is Bordeaux. The town ceased to exist shortly after the logging company shut down, with the post office closing on the last day of February, 1942. Almost all the buildings were removed or torn down, and the site is now overgrown with mature trees. To get there, begin at Littlerock and drive west on 128th Avenue. Turn left (south) onto Mima Road and continue to its junction with Bordeaux Road. There, the Northern Pacific spur to Bordeaux crossed Mima Road. East of Mima Road, the spur lay north of Bordeaux Road, while to the west, the spur was situated on the south side of the road.

As you travel west on Bordeaux Road, the first landmark is the driveway at 8526 Bordeaux Road. Figure 10-14 is a photograph looking northwest at that address. This pathway was originally the eastern leg of a railroad wye. It, along with the western leg, joined to form a mainline, which was later called the Waddell Creek Branch. This track was used to reach timber immediately north of Bordeaux. The driveway is located 0.7 mile west of the Mima-Bordeaux Road intersection. The western leg of the wye can no longer be identified from Bordeaux Road.

Continuing west on Bordeaux Road brings you alongside an abandoned gravel pit on the north side of the road. This pit provided ballast for the Black Hills & Northwestern Railway. Farther west, 1.1 miles west of the reference intersection, a large logging branch entered the Northern Pacific spur from the south. This is at a place where Bordeaux Road makes a slight curve toward the northwest. Here a truck road still occupies the right-of-way of the old railroad branch line. Immediately northwest of that point, the spur leading to the gravel pit crossed to the north side of Bordeaux Road. The gravel pit spur can be seen in the far right portion of Figure 10-15, part of a map prepared when an earlier Bordeaux Road was resurveyed and subsequently relocated to its current position, near the Northern Pacific spur. Note the original position of Bordeaux Road, in the upper part of the figure. Another map, hand drawn, was located in Folder 16 of Box 209 at the Simpson Timber Company Archive. It is reproduced upside-down in Figure 10-16, which allows it to appear in a standard geographic orientation. In this figure, the "County Road Wagon" represents the old location of Bordeaux Road, as seen in Figure 10-15. At the time this map was made, the gravel pit spur connected to the eastern leg of the Waddell Creek Branch, suggesting that the connection was for the purpose of ballasting that branch while it was under construction. The western leg had not yet been built. It may have been put in service after 1930, when the Mason County Logging Company began using the Mud Bay log dump.

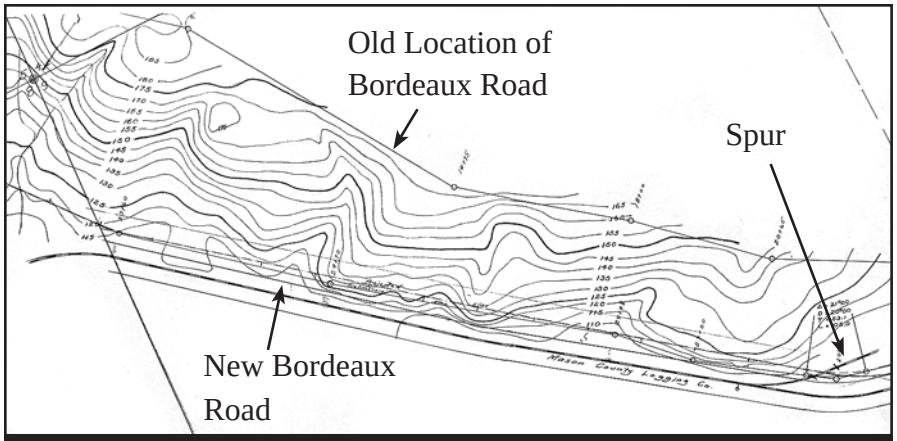


Figure 10-15 Map Showing Origin of Gravel Pit Spur

Figure 10-17 1944 Aerial Photograph of Bordeaux

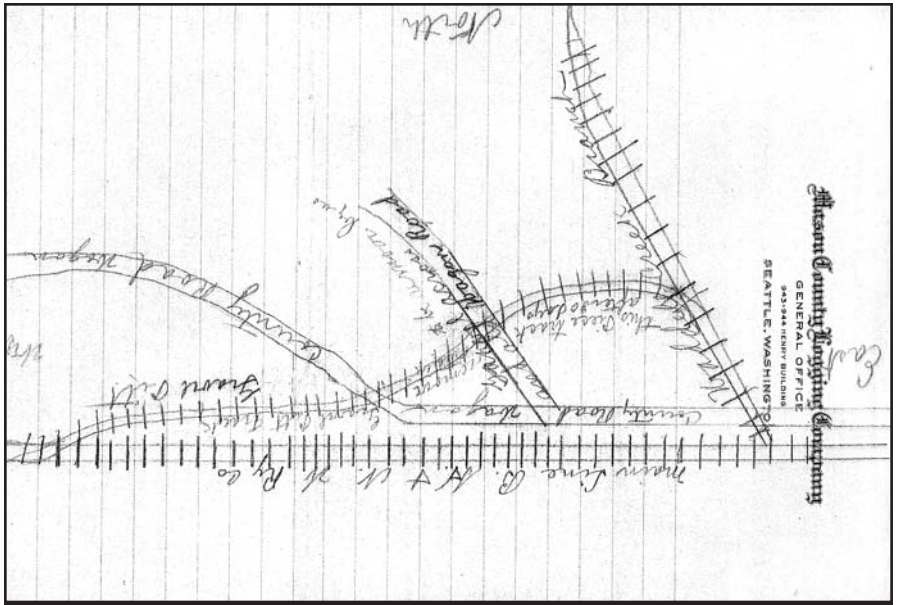


Figure 10-16 Old and New Roads to Bordeaux

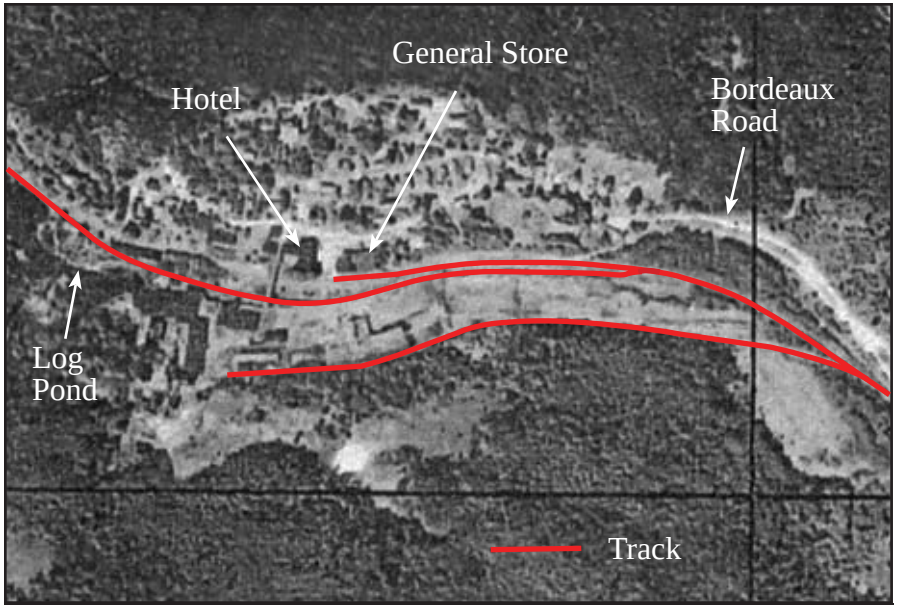


Figure 10-18 1944 Detailed Aerial Photograph

Black Hills & Northwestern Railway

Figure 10-19 View North toward Rear of General Store

Bordeaux Road diverges from the railroad grade at a point 1.3 miles from the previously stated reference intersection and then rejoins it at 1.7 miles. West of that spot, Bordeaux Road occupies the old railroad grade. Figure 10-17 comes from the 1944 Army Corps of Engineers aerial photograph that included Bordeaux. Figure 10-18 is an enlarged view of the same photograph, with important features identified. The logging company's combined General Store and Post Office was located immediately north of the railroad (now Bordeaux Road) 1.8 miles from the reference intersection. The illustration on page 110 displays the front of the store in a view looking southeast. A small part of the front porch of the Bordeaux Hotel is visible in the lower right corner. Figure 10-19, courtesy of Vicki McKinnon, is a photograph of the back of the store, where supplies were unloaded at a dock adjoining the railroad. This picture was made facing north. The gentlemen seen here are Richard Costigan (left) and "Coots" Johnson (right). The two-story part of this building, on the left, contained a concrete vault. It was never removed, and can still be observed on the north side of Bordeaux Road, as seen in Figure 10-20.

Approximately 200 feet west of the store was the site of the Bordeaux Hotel. No trace of it remains today, except for the flat area where it stood. West of the hotel, south of the current location of Bordeaux Road, was the location of the company's log pond. A dense forest grows there now. Figure 10-21 is a 1904 photograph looking southeast, from the west end of town. It is courtesy of the University of

Figure 10-20 2010 View Northwest toward Vault

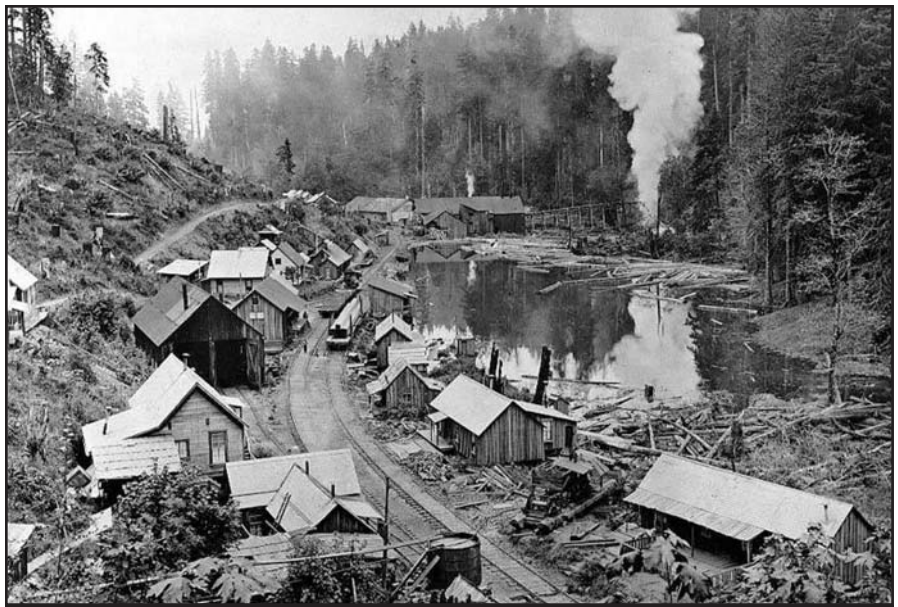
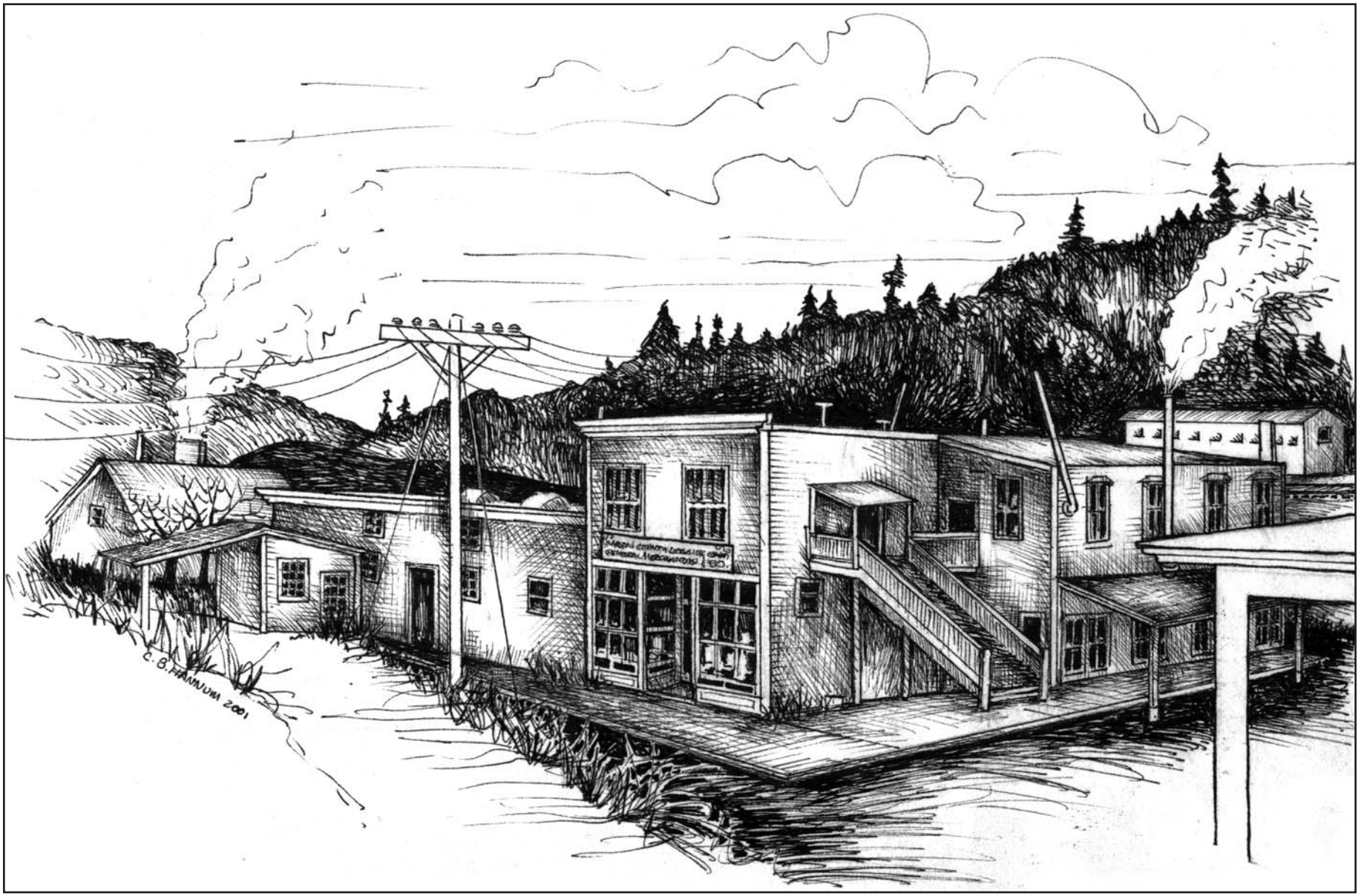


Figure 10-21 1904 View Southeast over the Log Pond



General Store and Post Office at Bordeaux, Washington

Black Hills & Northwestern Railway

Figure 10-22 1910 View NW toward Hotel and Store

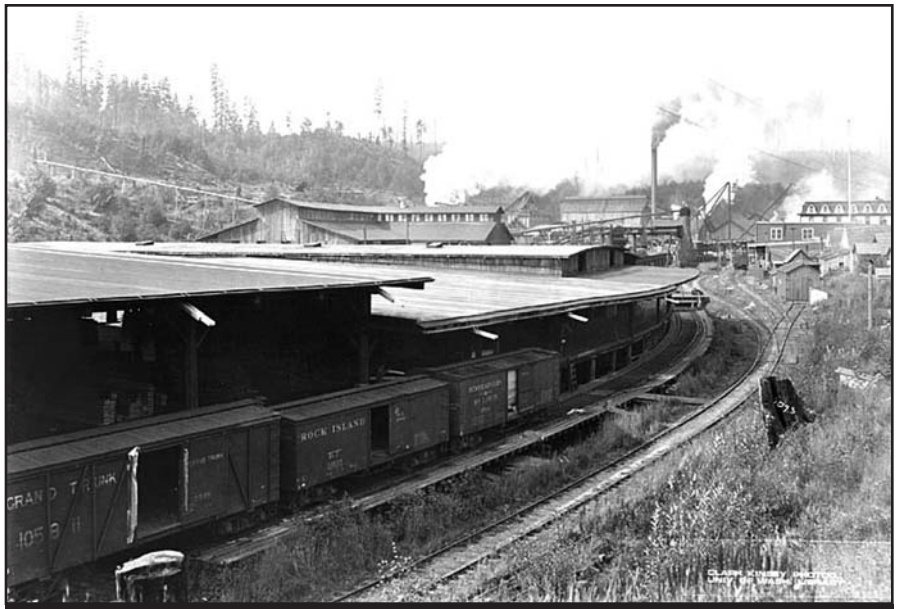
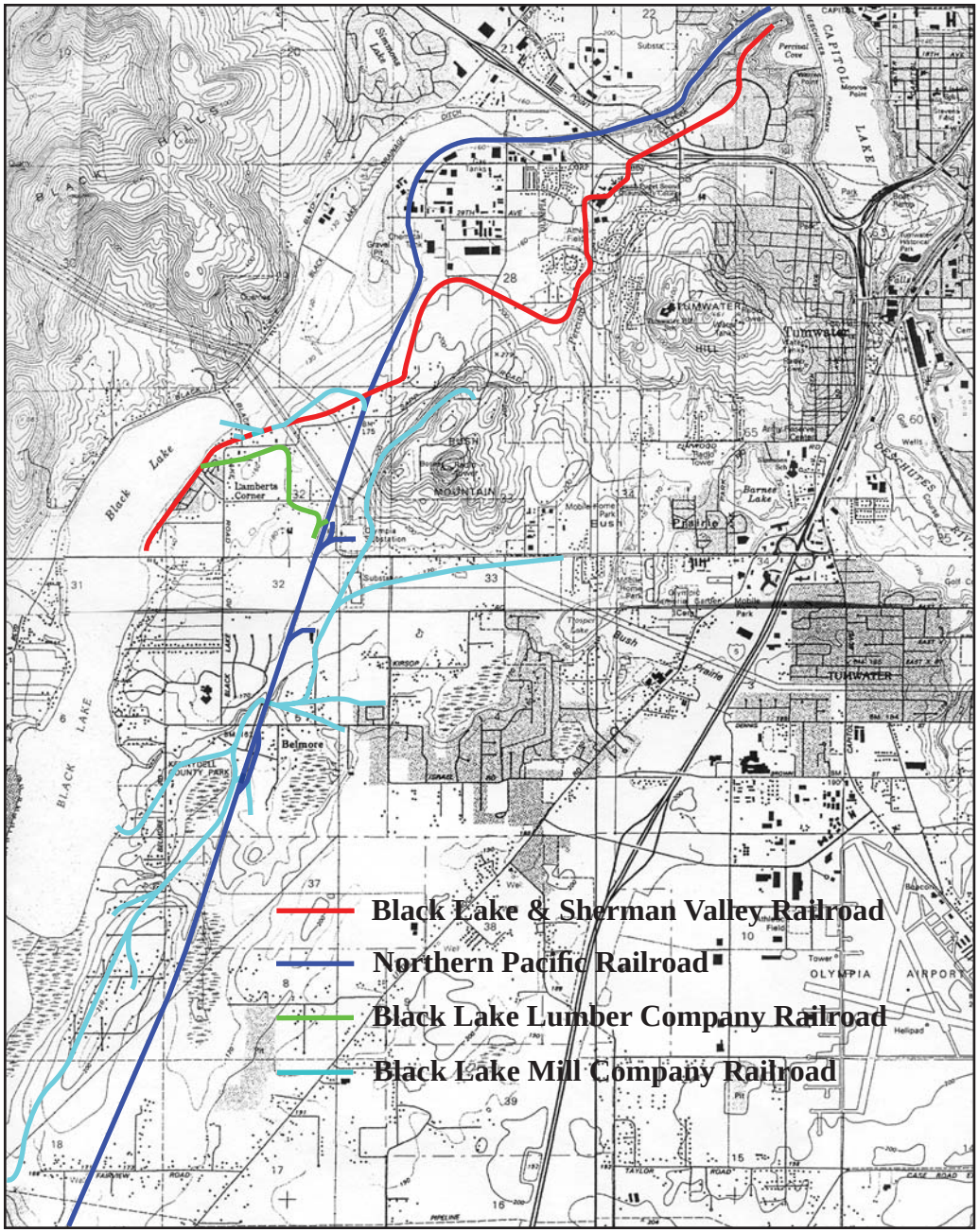


Figure 10-23 1910 View West toward Hotel and Store

Washington Library. The darker building, on the far left, is a two stall engine house. The log pond is on the right. The hotel is hidden in the distance, around the curve of the track, to the left. Figure 10-22 was made approximately 1910 and looks northwest toward the hotel and general store. The University of Washington Library also provided the 1919 photograph reproduced in Figure 10-23. The view is west, from a point approximately 450 feet east of the general store. Figure 10-24 was made at approximately the same place, in 2010.

The sadness that came with closure of this enterprise in 1941 was mitigated by the wonderful legacy left to the South Sound community by this business. Beginning with 33,000 acres in 1930, the Mason County Logging Company began selling logged-off land to the State of Washington. The price received by the company was less than the yearly taxes on these properties. Eventually, as much as 60,000 acres in Thurston and Grays Harbor Counties were transferred. The initially sold acreage became the basis for the Black Hills Tree Farm and underwent extensive reforestation by the Civilian Conservation Corps, during the Great Depression. In the twenty-first century, the company's former holdings are a recreational mecca.

Figure 10-24 2010 View West from Same Location



Railroads in the Vicinity of Black Lake

11

Black Lake Railroads

With a shoreline several miles long, Black Lake was attractive to loggers in the late nineteenth and early twentieth centuries. The lake could serve as a large log pond, and it also provided an efficient way to move timber over moderate distances. After railroads arrived, a vibrant logging industry developed around the lake.

The first rail line arrived on the eastern shore of the lake about 1885. It was the Black Lake & Sherman Valley Railroad, managed by Benjamin Buckman Turner. He had purchased property there in 1882, intending it for a lakeside terminal. Turner was born at Columbia Falls, Maine in 1840 and came to Olympia in 1870. Prior to 1885 he logged at South Bay using traditional methods and then experimented with the use of a railroad in a timber operation near the Deschutes River. Before describing the path taken by Turner's railroad, it will be helpful to preview some diverse information which, taken together, explains the circumstances which allowed this railroad to reach the shore of Black Lake.

To begin with, it may be useful to examine Chapter 39, which is devoted to the Thurston County railroads constructed by Charles Hanson's Tacoma Mill Company. One of those, built soon after August of 1881, was reused later by Turner to form the eastern half of the Black Lake & Sherman Valley Railroad. That particular Tacoma Mill Company right-of-way paralleled Percival Creek in the region of modern South Puget Sound Community College, and for some distance south of there. George H. Foster was in charge of logging for that Tacoma Mill Company venture and its associated railroad.

There was a complex and frequently adversarial relationship between Turner and Charles Hanson. For example, in 1880 Turner bought the standing timber on the northeast quarter of Section 28, Township 18 North, Range 2 West, which he then resold to Hanson on 4 August 1881. Six weeks later, Turner bought the northeast quarter of the southeast quarter of the same section. This was certainly a disruptive action, since Hanson needed to use the latter property for much of the Tacoma Mill Company's planned railroad, and also as a site for his logging camp. An accommodation between the two men must have been reached, for Hanson eventually was able to construct both the camp and railroad.

In 1885 the Tacoma Mill Company's railroad near Percival Creek was not being used and Turner revealed his plan to take over that pre-existing grade. On 7 July 1885 Turner leased, from S. W. Percival, that part of the former Tacoma Mill Company right-of-way which lay upon the Percival Donation Claim, as well as the latter company's log dump at Percival's Point. Later that month, Hanson's company brought suit against Turner in the Second District Court of Washington Territory (Case # 2492), alleging that the Tacoma Mill Company still held a valid lease on the Percival property, and the right-of-way claimed by Turner. Although Hanson's suit was rejected, the document provides a detailed description of the Tacoma Mill Company's camp in Section 28, and the railroad terminal near the mouth of Percival Creek. Chapter 39 studies this court case in greater detail.

Turner's line began operating in 1885. Unfortunately, his legal problems, and those of the Black Lake & Sherman Valley Railroad, had only just begun. Over the next three years, Turner would be a consistent loser in visits to the local District Court. A major problem stemmed from imprecise language used in a right-of-way deed between Turner and the heirs to the Samuel Scott estate. This deed was executed 7 December 1882 and recorded in Thurston County Miscellaneous Book 1, page 333. The document granted Turner the right to build a logging railroad over the portion of Section 31, Township 18 North, Range 2 West, which lay on the west side of Black Lake. Permission was not given for right-of-way over any part of the estate on the east side of the lake.

This deed, as well as another right-of-way secured in May, 1885 (through the W. O. Thompson Donation Claim, south of the Scott property, on the west side of Black Lake) leave no doubt about Turner's long range plan. After reaching the lake, he hoped eventually to build toward the southwest, perhaps along the west side of the lake, to reach the Sherman Valley. This was the inspiration for the name of the Black Lake & Sherman Valley Railroad.

But Turner was never able to lay track on the western lake shore. Strapped for cash, he mortgaged the existing railroad between Percival Cove and Black Lake, to the Port Blakely Mill Company on 13 January 1886. This was recorded in Thurston County Mortgage Book D, page 108. In that document, the Black Lake & Sherman Valley Railroad was described as being 3.25 miles long, beginning at Budd Inlet in Section 22, Township 18, Range 2 West, and terminating at the shore of Black Lake, in Section 31. Because Lot 4 is the only part of Section 31 on the east side of the lake, it must have been the terminal's location. In point of fact, Turner had purchased Lot 4 from the Northern Pacific Railroad Land Company in September of 1883. However, Turner had illegally built his railroad across Lots 1, 2 and 3 of Section 32 (owned by the Scott heirs) in order to reach the terminal in Lot 4 of Section 31. He harvested timber along the way, in Lots 1-3, though there clearly

was no contract in place to allow those logs to be removed. That trespass brought Turner back to court at least twice.

The record of Case # 2657, Second Judicial District Court, has survived since the proceeding was heard on 5 July 1887. Therein, the heirs of Samuel Scott claimed that they were the rightful owners of Lot 4 in Section 31, and Lots 1, 2 and 3 in Section 32, all of which were in Township 18 North, Range 2 West. The declaration went on to say that "on or about the first day of May, 1885 [the defendant] has constructed, maintained and operated upon and over the [above described property] . . . his said railroad, and built . . . [three] roll-ways for logs . . . at points distant from one another – two on the west side of the said lake and one on the north end thereof – and many skid roads and logging roads, radiating from said roll-ways . . . That on 8 September 1886, these plaintiffs commenced . . . an action against said defendant to recover from him damages for his cutting . . . of such fir timber . . . in Lots 1, 2 and 3 and the south half of the southwest quarter of Section 31, all in Township 18 North, of Range 2 West [also several other parcels of property] . . . on the 18th day of June, 1887, these plaintiffs obtained judgment in said action against said defendant for $1,000 damages . . . which judgment is still in force, unreversed, and unsatisfied."

Case # 2657 resulted in an order restraining Turner from cutting any timber whatsoever at Black Lake. The court appointed John DeTiere as receiver for the assets of B. B. Turner. DeTiere submitted a final report, as receiver, 31 March 1888. It was filed as Case # 2656. He noted that on 1 July 1887, he had made a contract with the Port Blakely Mill Company such that the latter company was allowed to carry out logging on Turner properties for which it held a mortgage. In addition, DeTiere leased the logging railroad to the mill company. The right-of-way was "out of repair" and required $713 to put it "in fair running order." A separate accounting was made for logs carried that were cut on property mortgaged to the mill company, and those cut on land upon which the mill company owned the timber rights outright. The former was listed as the south half of Section 8 and Lots 1 and 2 of Section 9, Township 17 North, Range 2 West. The latter (owned by Samuel Dodge) consisted of the property immediately north of the former, described as the south half of the Nelson Barnes Donation Claim in Sections 8 and 9, plus Lot 1 in Section 8.

Dodge had sold the timber rights on this property to the Port Blakely Mill Company on 20 June 1887. That was a mere three days after Dodge, himself, obtained a favorable judgment in District Court against Turner, for unlawfully entering his land, and removing timber (Case # 2651). John Dodge, related to Samuel, had previously (May, 1887) sold the timber on the north half of the Nelson Barnes Donation Claim, in Sections 8 and 9, to the Port Blakely Mill Company. It seems likely that logs from the mortgaged land and both Dodge properties were dragged to Black Lake and, subsequently, loaded on rail cars at Lot 4 of Section 31.

After DeTiere completed his work as receiver in March, 1888, several loose ends still required attention. On 24 April 1888, Turner deeded to William Renton (owner of the Port Blakely Mill Company) the real estate previously mortgaged by the mill company, as well as the 3.25 mile railroad. A floating camp, built on a scow moored in Black Lake, was included. The transaction was recorded in Thurston County Deed Book 16, page 491. The sale price was $1, suggesting that the document was made for the purpose of clarifying the ownership of these properties. To further reinforce this, Turner changed the name of the Black Lake & Sherman Valley Railroad when he incorporated it on 28 May 1888. The new name was the Olympia, Black River & Chehalis Railroad Company. The renamed line was then formally sold to Renton on 1 June 1888. Renton dispatched Sol Simpson to look after Port Blakely interests while logging operations at Black Lake were winding down. Logging to the Salt Chuck reports that Simpson wrote, on 3 June 1888, "Took possession of Black Lake Camp and railroad on June 1st. Put J. A. Cole in charge. Track very rough. Will take two to three hundred dollars to put in shape to operate the balance of the season." On 19 September 1888 Simpson notified Renton that he had "Discharged men in camp on lake on the 16th."

Even then, Turner's legal problems had not ended. Oretta, his wife, sued him for divorce the following July (District Court Case # 2858). She alleged drunkenness, bad temper and vulgarity. Surviving documents don't include the judgment, but South Bay: Its History & Its People reported that Turner and his wife "Retta" moved to the area of Woodard Bay in 1896, after Turner lost everything in the "Panic of 1893."

Putting aside Turner's legal travail, a number of additional points will be useful to review before specifying the precise right-of-way occupied by the Black Lake & Sherman Valley Railroad. The NP's Tacoma, Olympia & Grays Harbor Railroad constructed its track through Olympia, from Lakeview to Gate, in 1891. When selecting its grade west of what is now Capitol Lake, it opted for a path along the north side of Percival Creek. This was not the same course used previously by the Tacoma Mill Company and, immediately thereafter, the Black Lake & Sherman Valley Railroad. Both of those two lines had utilized the same grade, well south of Percival Creek. The location was specified in a Tacoma Mill Company document written 14 April 1884 and recorded in Thurston County Deed Book 14, pages 740-748. The eastern terminal and log chute common to both railroads is the subject of the illustration on page 116. This is an artist's representation of the appearance of Percival Point in 1888. The view would be north, from the place where the Thurston County Courthouse is currently located. The Olympia & Chehalis Valley Railroad can be seen as it crossed from Warren Point to Percival Point. Remnants of that railroad's original trestle, abandoned in 1886, are visible on the right side of the operating line.

Southwest of the log chute and railroad right-of-way leased from S. W. Percival in July, 1885, Turner held a separate lease from Charles Billings. Dated 18 June 1885,

it allowed Turner the right to use a right-of-way over the Allanson Warren Donation Claim, in Sections 22 and 27, Township 18 North, Range 2 West. It specified that Turner's track was "to be constructed on or about the same line occupied by the road heretofore constructed over the said tract of land by George H. Foster." Farther south, a right-of-way was secured 19 September 1885 over the northeast quarter of Section 28, Township 18 North, Range 2 West. Ironically, this was the same property to which Turner acquired timber rights in 1880 and then sold to Hanson in 1881.

Two documents obtained from Thurston County Roads and Transportation Services help to locate Turner's grade farther west. First is a petition by W. L. Sapp dated 7 October 1898. Sapp and some of his neighbors requested a survey be made for a road approximately 0.75 mile long "commencing at a point on the Sapp Road near the Benj. Turner R. Road trestle and running north on half section line [of Section 28], to intersect the county road direct from Tumwater to Mud Bay." The survey was never made and no road was built, but the likely site of the trestle mentioned can be found today. It crossed the low, swampy area immediately south of an asphalt circle, at the west end of Chapparel Drive. Figure 11-1 looks west at this location, while Figure 11-2, obtained approximately 200 feet farther northwest, is a view northwest. Turner grades are indicated in both figures.

A 1936 aerial photograph can be used as the background upon which to designate the course of the Black Lake & Sherman Valley Railroad near Black Lake. Figure 11-3 A displays the northeast end of the lake, while Figure 11-3 B indicates the position of the line.

W. L. Sapp and others made another petition for a different segment of county road on 20 February 1907. That petition resulted in both a survey, and the eventual construction of the western part of Sapp Road. A map of part of that survey is reproduced in Figure 11-4. The written part of the document noted that the most western part of the new right-of-way was to follow "the old 'Turner R. R. Grade'." In the figure, this part of the survey has been highlighted in red. It is important to note that the modern Sapp Road is not found in the place shown by this survey. The current path of Sapp Road, where it diverges from the original, is shown in yellow.

Although the earliest locomotive to operate over Turner's railroad remains unknown, a later one, Engine # 3, still exists and has achieved relative fame. It is the subject of the illustration on page 118. Built in 1870 by Smith & Porter for the Northern Pacific Railroad, it was designated # 302 on that line. Turner acquired it in February of 1886 and renumbered it # 3. With the rest of Turner's assets, it became the property of William Renton's Port Blakely Mill Company in 1888, where it remained # 3. In 1895 it was sold to Polson Brothers Logging Company of Hoquiam, WA, where it operated as # 1 until 1928. Subsequently it was repurchased by the Northern Pacific Railroad and restored to its original specifications. Now named the "Minnetonka," the engine is on display at the Lake Superior Museum of Transportation in Duluth, Minnesota.

Figure 11-1 2009 View West at 2549 Chapparel Drive

Figure 11-2 2009 View NW at 2540 Chapparel Drive

1888 View North across Percival Cove toward the Terminal and Log Chute of the Black Lake & Sherman Valley Railroad, Located at Percival Point

Black Lake Railroads

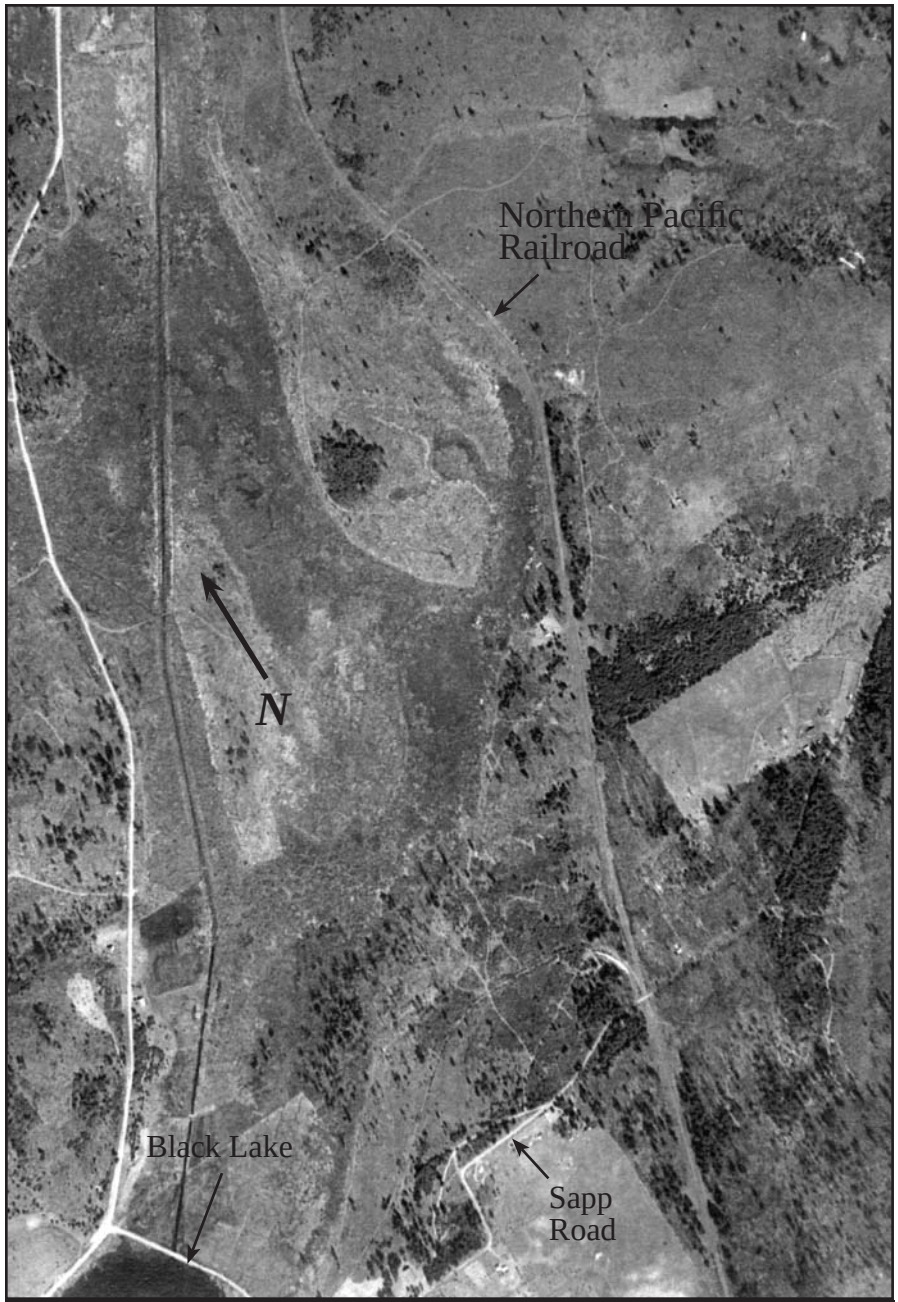


Figure 11-3 A 1936 Aerial Photograph NE of Black Lake

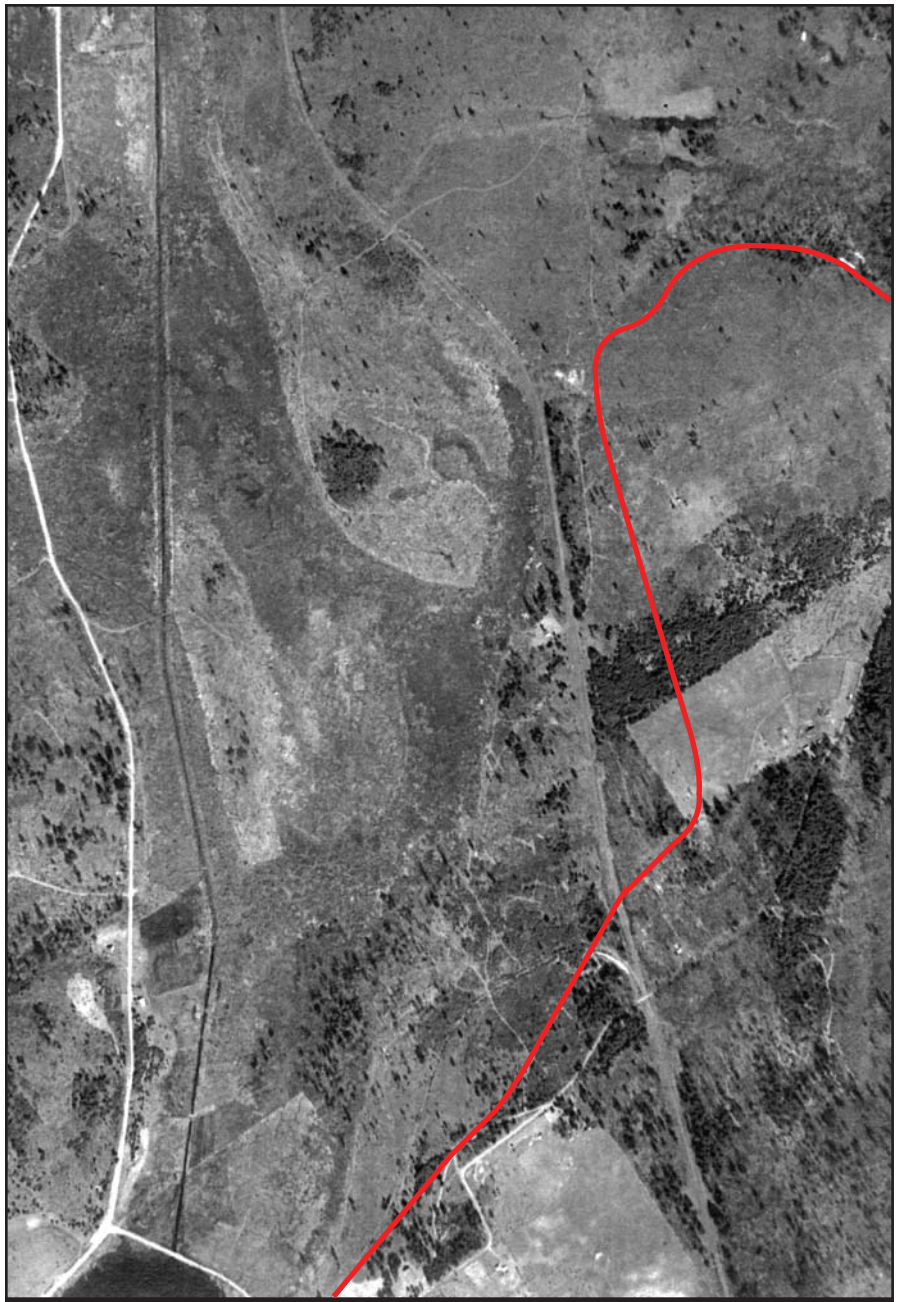
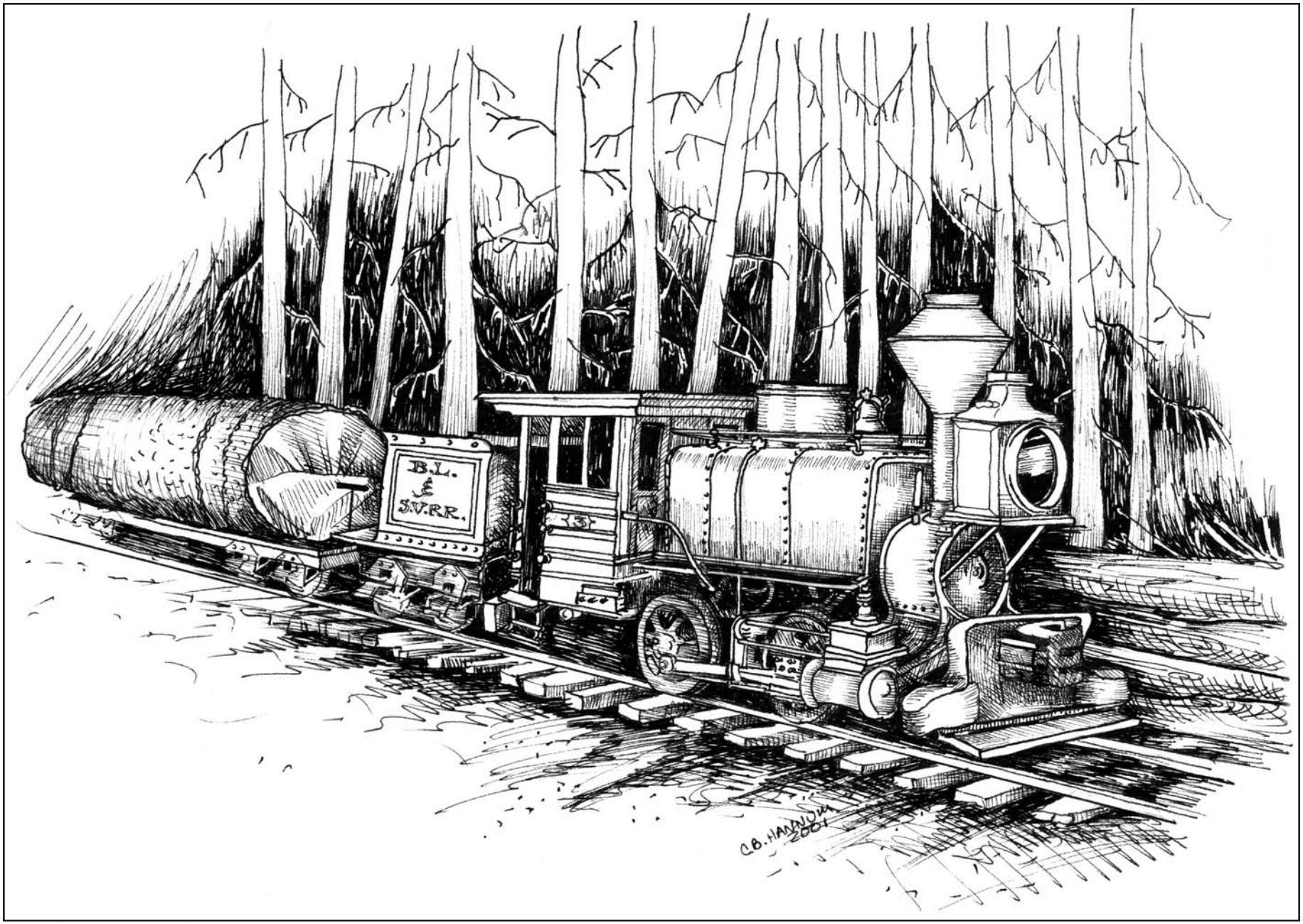


Figure 11-3 B Route, Black Lake & Sherman Valley RR



Engine # 3 of the Black Lake & Sherman Valley Railroad

Black Lake Railroads

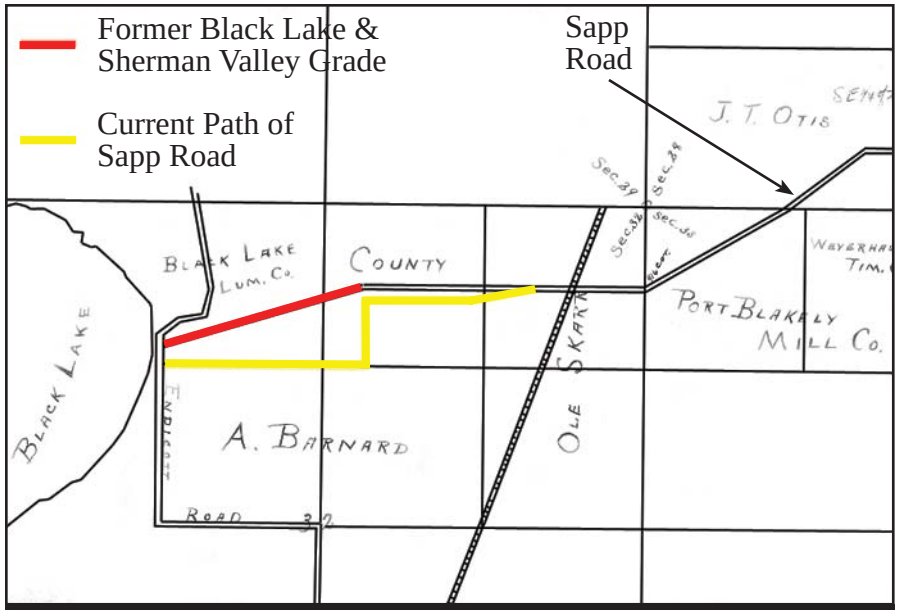


Figure 11-4 1907 Part of Survey for Sapp Road

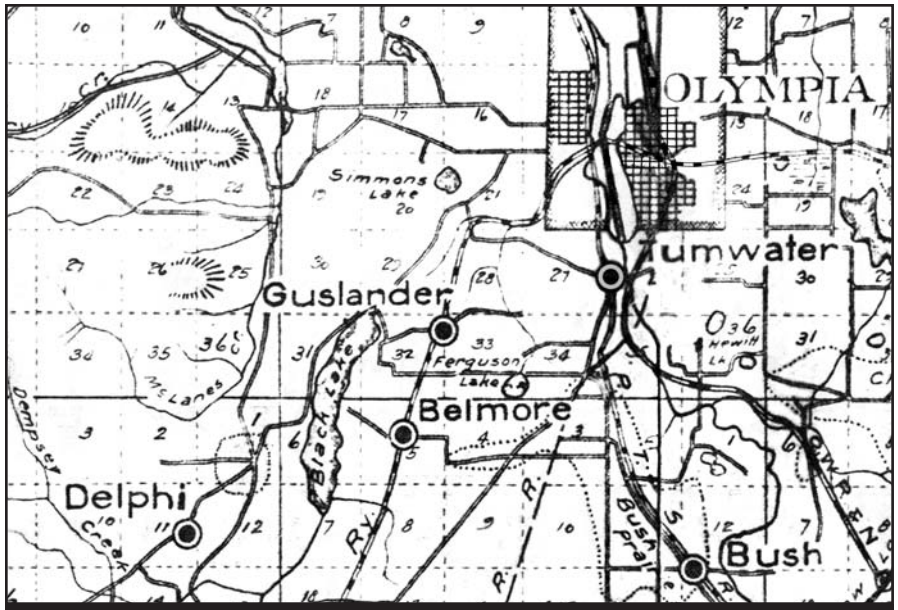


Figure 11-5 1913 Map Showing Belmore and Guslander

A branch line of the Northern Pacific Railroad was next to arrive in the region of Black Lake. Built about 1891, the rails between Olympia and Gate have now been abandoned, south of a point approximately 0.25 mile south of 76th Court. One hundred years ago, Belmore, immediately east of Black Lake, was a local station on this line. Figure 11-5 is part of a 1913 Kroll map that displays the location of Belmore. Figure 2-41 is a diagram of the station when it consisted merely of a shelter shed. Ron and Jan Graham provided a photograph of this structure. It appears in Figure 11-6, a view toward the north. Later a formal depot structure was placed at Belmore. It was located on the west side of the mainline, somewhat north of the spot where the shed had previously been. It was immediately south of the place where 66th Avenue crosses the track that is still present in 2012. The depot is diagramed in Figure 2-42. That structure was at the north end of a passing track, 1500 feet in length, which lay on the east side of the mainline. The passing track is visible on the right side of Figure 11-6. Figure 11-7 is a recent view south from 66th Avenue, at the north end of the Belmore passing track.

Figure 11-6 View North at Belmore Station

Although the most important spurs to be built in the vicinity of Belmore served the White Brothers Logging Company and the Black Lake Mill Company, two additional spur applications to the Northern Pacific are of interest. On 31 May 1901, W. B. Powe applied for a spur, 550 feet in length, on the west side of the mainline. It was to originate immediately south of the north end of the Belmore passing track. A diagram which appeared in the application is shown in Figure 11-8. This spur would

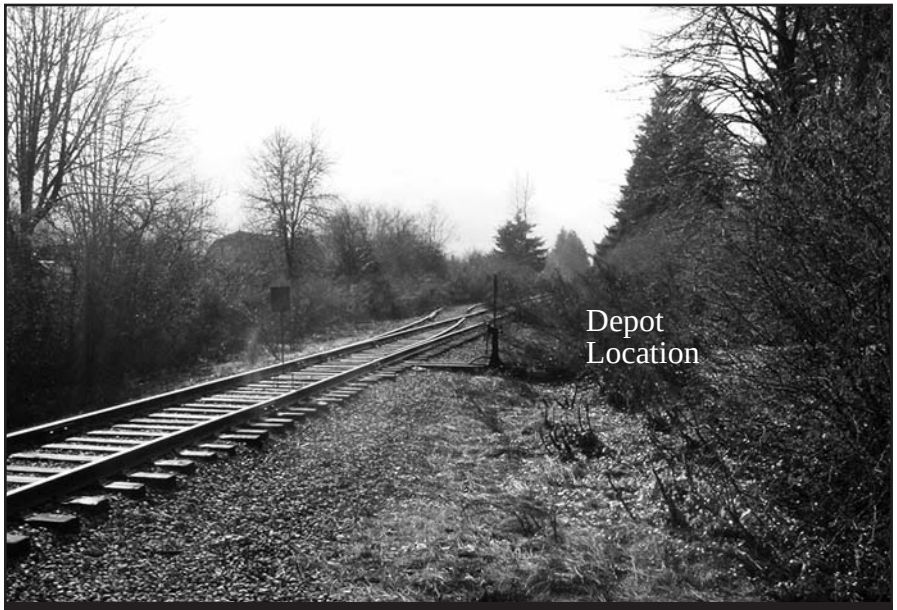


Figure 11-7 2010 View South at Site of Belmore Depot

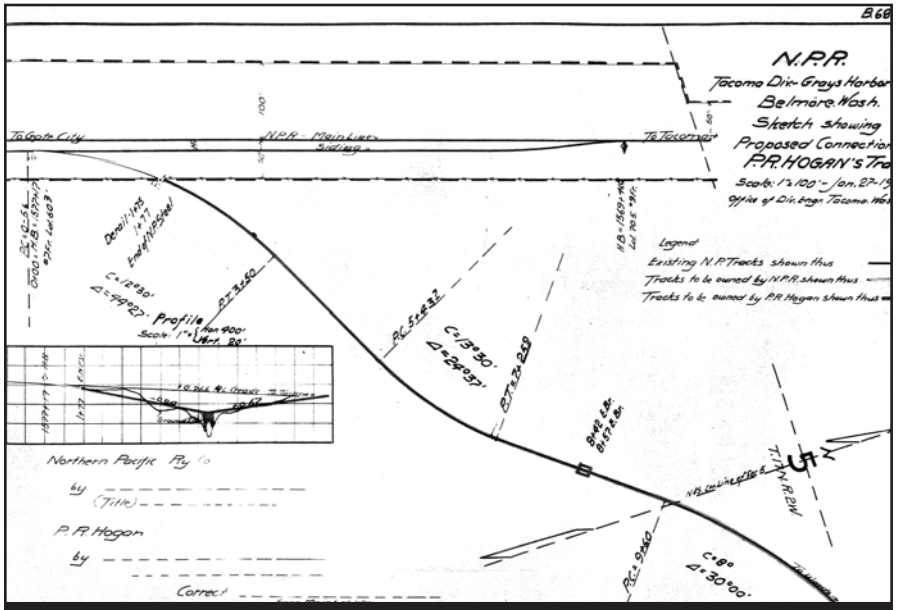


Figure 11-9 1910 Proposed Spur for P. R. Hogan

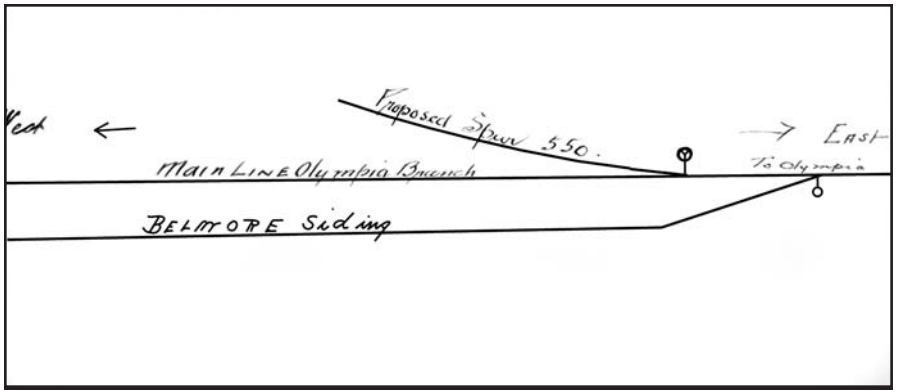


Figure 11-8 1901 Proposed Spur for W. B. Powe

have been about where the shelter shed is positioned in Figure 2-41. Powe wrote that he was already shipping logs from Belmore to Olympia, apparently loading cars placed on the nearby passing track. No evidence has been found to confirm that this spur was actually built. On 27 January 1910 a spur for P. R. Hogan was authorized. It can be seen in the diagram appearing in Figure 11-9. Its origin was approximately 770 feet south of the north end of the Belmore passing track. Hogan owned rights to timber in this area (Sections 4 and 5, Township 17 North, Range 2 West, and Section 33, Township 18 North, Range 2 West), but those parcels were actually logged by the Black Lake Mill Company in 1913. This was done under a contract with Hogan, recorded in Thurston County Lien Book 4, page 429, and Miscellaneous Book 11, page 586. Although this spur might have been used for some of that logging, the Black Lake Mill Company undoubtedly used its own railroad (described later) to reach the majority of Hogan's timber.

One hundred years ago, Guslander was another named station on the Northern Pacific Railroad. It can be found in Figure 11-5. The genesis of the station's name can be traced to a shake mill. Originally, this mill was operated as a partnership between Frank Guslander and J. W. Schorer, under the name Guslander & Company. By the late nineteenth century, the company had acquired rights to harvest cedar

from most of the land bordering Black Lake. It was the recipient of a 210 foot spur from the Northern Pacific in 1900. Guslander Spur was used to load shingles hauled there by wagon from a lakeside shingle mill. The mill itself was located on the farm of J. W. Sand, in Lot 1 of Section 32, Township 18 North, Range 2 West. It lay immediately north of the mill owned by the Black Lake Lumber Company. Guslander bought out Schorer's interest in 1905 and in 1907, he moved his business to a site on Woodland Creek, northeast of Olympia.

The place where Guslander Spur originated was designated as Guslander Station. It was north of Belmore, approximately 344 feet south of the place where 49th Avenue crosses the existing, but seldom used railroad of today. At the beginning of the twentieth century, the county road (as it existed then, not the 49th Avenue in use today) crossed the Northern Pacific tracks at Guslander Station (see the northwest quarter of the southeast quarter of Section 32, in Figure 11-20).

The 26 March 1908 edition of the *Olympian* reported that a fire on the previous day destroyed the abandoned building from which Guslander had moved the year before. The article went on to say that "It [the building] is situated on the lake, just north of the Black Lake Lumber Company's big plant. It is believed that the fire started from sparks from the [lumber] company's burner. A strong wind had been blowing from the south all day and the building had caught several times, but the fire was extinguished by mill employees."

Robert C. Smith reportedly laid the groundwork for the Black Lake Lumber Company in 1898. Plans solidified in September of 1900 when Lynn Bloom obtained a lease on lakeshore property, for use as a sawmill. The site was in Lot 2 of Section 32, Township 18 North, Range 2 West. The document was recorded in Thurston County Miscellaneous Book 4, page 569. That same year, Bloom moved his sawmill equipment and machinery from Ward's Lake, in Olympia, to Black Lake (see Thurston County Deed Book 48, page 44). Although the next August he sold the mill to R. C. Smith, Bloom remained president of the unincorporated business, which was referred to at the time of sale as the Black Lake Lumber Company.

The Black Lake Lumber Company requested, in 1901, that the Northern Pacific Railroad move Guslander Spur to a new position, 1980 feet north of where it was originally placed, and lengthen it to a total of 550 feet. This implies that Bloom wanted to start loading lumber at the spur and that there was insufficient room there to service both his company and Guslander's. But the spur was not moved. Instead, the existing Guslander Spur was lengthened to a total of 320 feet, as depicted in Figure 11-10. Until sometime in 1907, all wood products shipped via the spur were brought there by wagon.

Bloom no longer operated the Black Lake Lumber Company mill after 1905, at which time Smith leased it to Lloyd Houston and A. D. Baudette. Those men formally incorporated the business as the Black Lake Lumber Company. In that

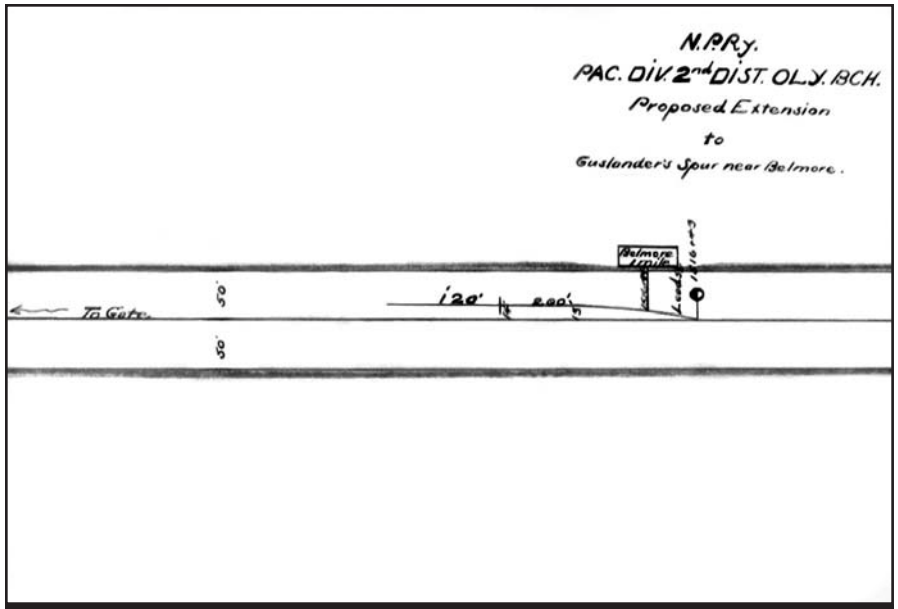


Figure 11-10 Proposal to Extend Guslander Spur

same year, Houston and Baudette obtained timber rights to a large amount of land bordering the lake. Frank Guslander's shingle mill was noted to be on one of these parcels; Guslander was allowed to continue leasing the site, under the same terms as with the prior owner. Smith was also allowed to live in his residence, on the grounds of the Black Lake Lumber Company, and could keep his chicken house.

A rail connection between the Black Lake Lumber Company mill and Guslander Spur was present as early as 1907. A 1908 article in *The Timberman* reported that the lumber company operated 1.25 miles of railroad. Tragically, fire consumed the mill that same year. The 14 April 1908 issue of the *Olympian* reported: " The sawmill of the Black Lake Lumber Company, situated at the north end of Black Lake, four miles southwest of Olympia, was totally destroyed by fire shortly after 11:30 o'clock [PM] last night . . . The Black Lake Lumber Company has been in existence [under present management] two years and a half. The men behind the project [Houston and Baudette] purchased the mill from Robert Smith, T. J. Kegly and others. It was started in 1898 by Mr. Smith. Linn [sic] Bloom was associated in the enterprise and it ran with varying fortunes for several years. Pending financial troubles it was idle for a long time and was finally purchased by Messrs. Houston and Baudette and practically rebuilt . . . the new owners built a railroad spur connecting at Guslander Station, thus securing shipment without hauling and reloading at the railroad."

Figure 11-11 A 1936 Aerial Photograph at 49th Avenue

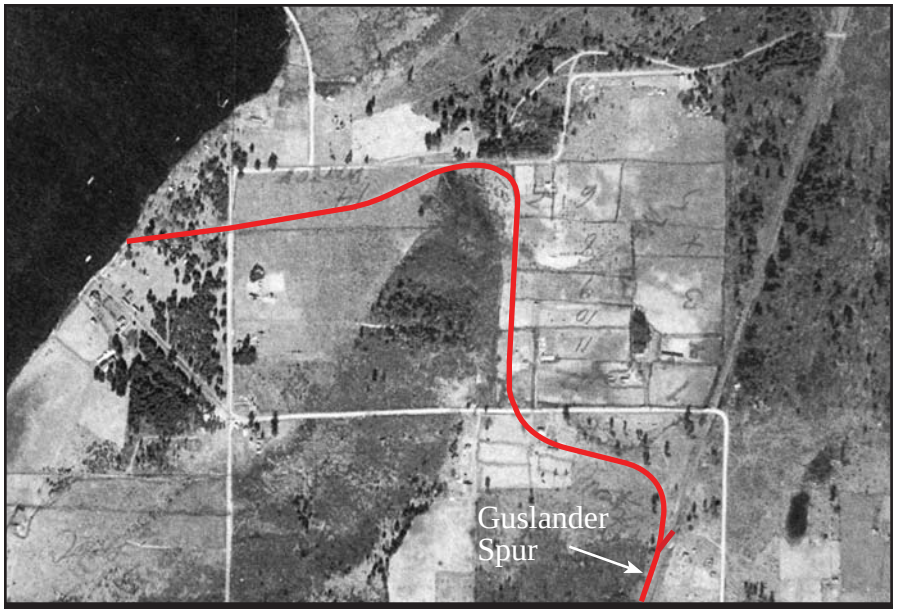


Figure 11-11 B Black Lake Lumber Company Railroad

Smith, Houston and Baudette negotiated a plan to rebuild the mill, signing that agreement on 2 May 1908. The new structure was supposed to belong to Smith until Houston and Baudette could buy it back. The document mentioned that one mile of track, and associated railroad iron, was included in the deal. In June, 1908 the lumber company and Ambrose Barnard made an arrangement which allowed a segment of track to be laid across the southwest quarter of the northeast quarter of Section 32, Township 18 North, Range 2 West. The rails were to follow, as closely as possible, a wagon road that was already there. It is not clear whether this proposed right-of-way was intended to follow the same path in use prior to the fire. Figures 11-11 A and B are part of a 1936 aerial photograph of this region, with the probable Black Lake Lumber Company's grade indicated by a red line in Figure 11-11 B. Note that, by 1936, Sapp Road had been moved to its modern location and a "ghost" of the old county road, leading southeast from Guslander Spur toward what is now Trosper Road, could still be seen.

There is no evidence to suggest that, after the fire, the Black Lake Lumber Company mill actually resumed producing lumber. In 1910, this left a lumber milling opportunity at Black Lake, which was promptly filled by the Black Lake Mill Company. That organization was incorporated 1 August 1910 by Allen White, J. W. Dent, and P. H. Johns. The year before, White's nephew, Albert Edward White (who conducted business as A. E. White), and Daniel Rogan of Aberdeen, had together purchased a sizable tract of timberland south of Black Lake. Right-of-way agreements were included which allowed access to that property by logging railroad. In March of 1910, Rogan sold his half interest in these assets to A. E. White's brother, Herbert Walter White (who conducted business as H. W. White). The two brothers had prior experience with railroad logging in Grays Harbor County (see Chapter 46) and had been working together as the White Brothers Logging Company as early as 1908. In the beginning it was agreed that the logging company would engage solely in the harvest of timber, selling the resulting logs to the Black Lake Mill Company. The latter company would restrict itself to producing finished lumber. In 1911, that distinction became blurred.

In January of 1910, the White Brothers Logging Company was the recipient of two separate Northern Pacific spurs, both of which began immediately north of the south end of the passing track at Belmore. Figure 11-12 is a diagram of the spur to the east, which originated from the passing track and headed southeast. It is unlikely that this spur was used much, because in May, 1910 the White Brothers sold the timberland that this track might have accessed, to the Salmon Creek Lumber Company. Nearby, the spur that came from the west side of the Northern Pacific mainline constituted the major interchange point between that line and the White Brothers Logging Company railroad. Figure 11-13 shows this spur, from which a grade led southwest toward the Whites' extensive timber holdings south of Black

Lake. In addition to the major line to the south, other branches from the spur led west, to a log dump on Black Lake, and north, to timberland on the east side of the Northern Pacific Railroad.

A Northern Pacific interdepartmental letter, written 6 May 1910 and archived by Jim Frederickson, noted that both A. E. White and Allen White were interested in getting a spur built from the Northern Pacific mainline to the Black Lake Mill Company's mill. The letter estimated that, in order to reach the mill spur from the spur serving the White Brothers Logging Company, a haul of approximately one mile on the Northern Pacific mainline would be required. The White Brothers' locomotive could be used for that purpose.

The communication went on to say that "The Black Lake Lumber Company formerly operated [a] mill in this locality (Black Lake) and . . . there was a logging road connection between our line (Northern Pacific Railroad) at [a] location known as Guslander spur, and [the] Black Lake [Lumber Company] mill, the railroad being constructed and owned by the lumber company, except the portion on our right-of-way. The mill burned down and later the company was reorganized and started to reconstruct the mill and had got the frame up when it went broke . . . [The] White Brothers Logging Company has recently completed their logging operation on the Elma Branch [of the Northern Pacific Railroad] and are moving their outfit to Belmore, where a logging road connection with our line has been authorized."

Events that followed suggest that the White Brothers and the Northern Pacific were not able to negotiate a satisfactory agreement for moving carloads of logs over the one mile between the two spurs. As a result, the logging company extended its railroad a short distance west, to Black Lake, and established a log dump there. Thereafter, logs were towed north to the mill by steamboat.

The line to the Black Lake dump terminated in the southern part of Lot 5 of Section 6, Township 17 North, Range 2 West. Immediately to the north, A. E. White still owned Lot 6 when the map seen in Figure 11-14 was made in 1921. Years after the log dump was last used, the level of Black Lake was lowered several feet when the Black Lake Ditch was created. This explains why pilings that remain in the lake, from the dump track, don't seem to extend very far out into the lake. Figure 11-15 A and B come from a 1936 aerial photograph of the region between Belmore and the log dump. Railroad grades are indicated by a red line in Figure 11-15 B. Figure 11-16 is a 2011 view southwest, toward the pilings at the log dump. It was made from the public boat launch immediately north of 7149 Fairview Road. Figure 11-17 is a 2011 view southwest along the right-of-way leading to the dump track. It was obtained at 7149 Fairview Road.

In December of 1910, A. E. White became the primary owner of the White Brothers Logging Company when he bought his brother's share of most of the enterprise,

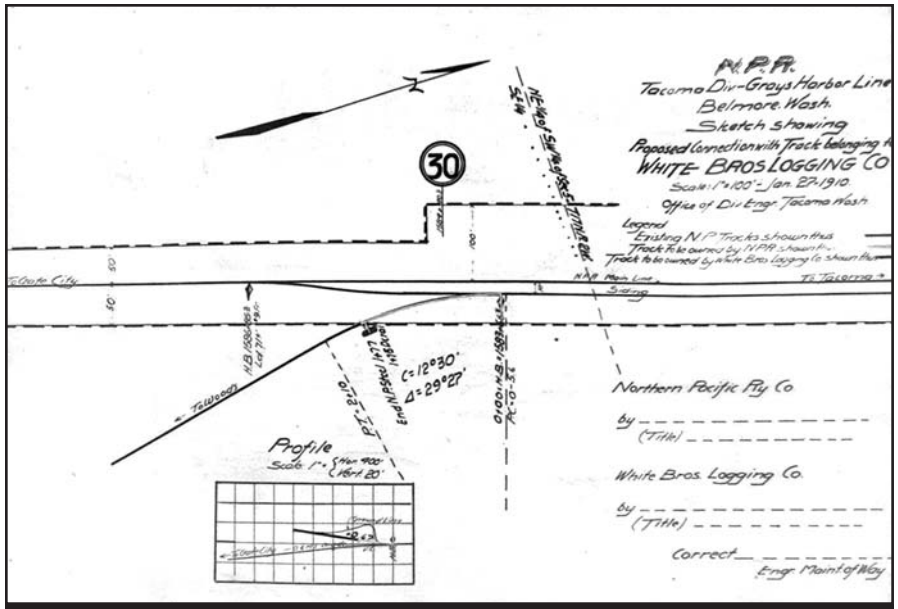


Figure 11-12 1910 Connection with a White Bros. Spur

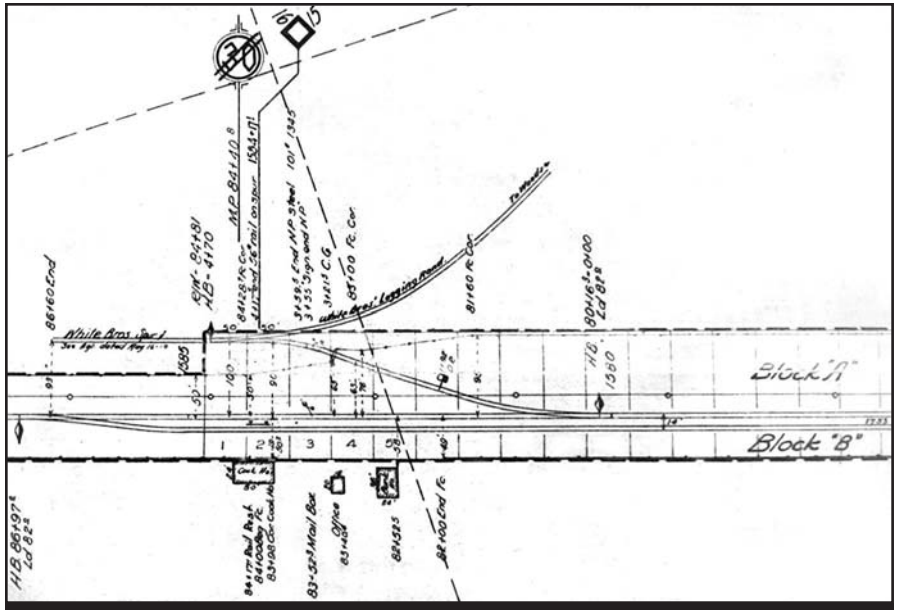


Figure 11-13 1910 Spur to White Brothers Logging Co.

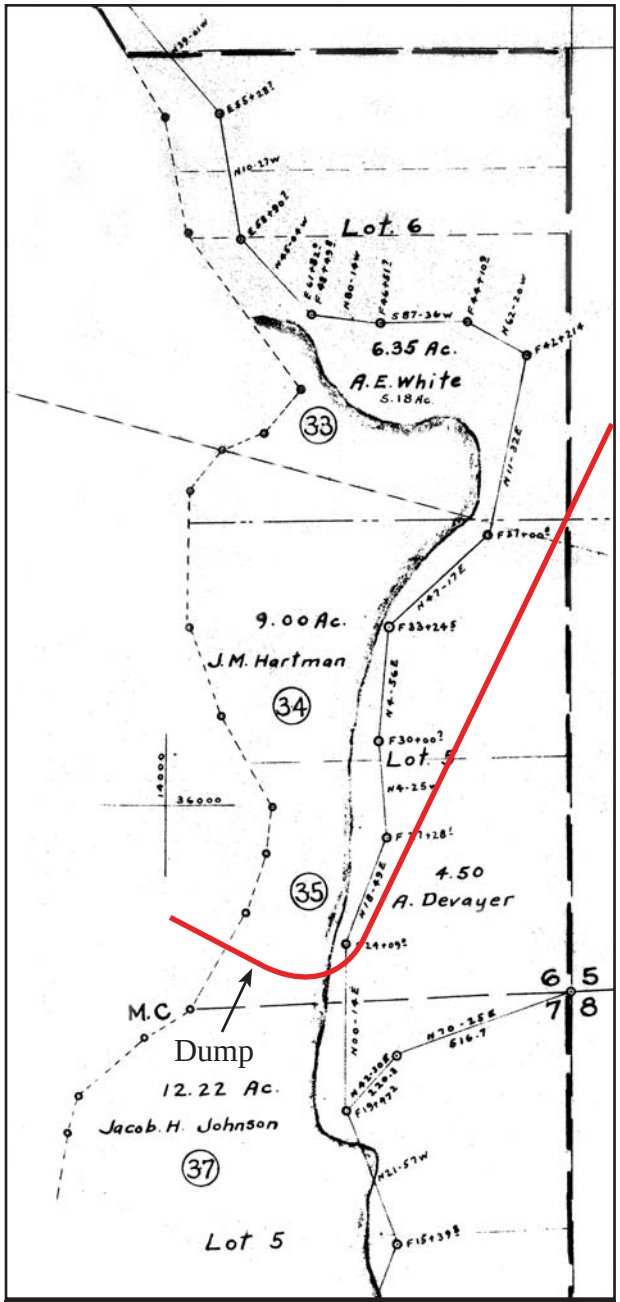


Figure 11-14 1921 Former Log Dump

Figure 11-15 A 1936 Aerial Photograph SW of Belmore

Figure 11-15 B White Brothers Grades SW of Belmore

Figure 11-16 2011 View SW toward Log Dump Pilings

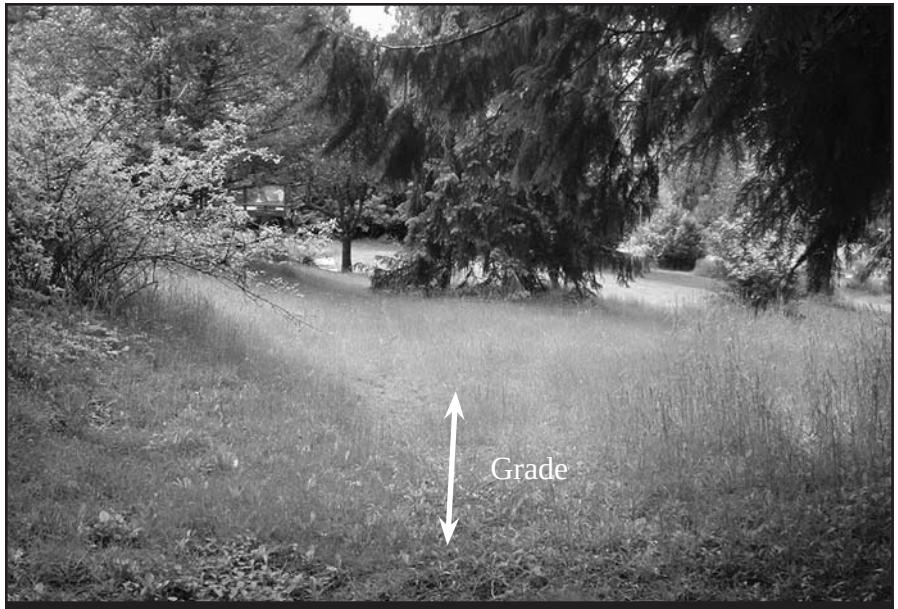


Figure 11-17 2011 View SW along Grade to Dump

including the entire logging outfit and one locomotive. The transaction was recorded in Thurston County Miscellaneous Book 12, page 398. H. W. White did, however, retain a half interest in "the shingle mill account" at Black Lake. This raises the possibility that the spur ending in Lot 5 also served the shingle mill referenced in this document.

Legal notice of the dissolution of the brothers' partnership appeared in the 17 December 1910 issue of the *Olympia Recorder*. H. W. White, no longer associated with either the White Brothers Logging Company or the Bob White Lumber Company at Rainier, turned his attention to other activities in the timber industry.

While these ownership changes were occurring at the White Brothers Logging Company, the Northern Pacific Railroad built a separate spur for the Black Lake Mill Company. It is illustrated in Figure 11-18, which is a map published 10 June 1910 by the Northern Pacific Railroad. At the time this map was produced, the mill was identified as the Johns Lumber Company, referring to P. H. Johns, one of the principal owners of the company. It seems likely that the portion of this spur immediately east of Black Lake-Belmore Road was constructed over the recently surveyed Sapp Road. This required Sapp Road to be rerouted to its present location. This segment of the new Black Lake Mill Company Spur was also the same right-of-way used in the 1880s by the Black Lake & Sherman Valley Railroad.

Edward Lange, a renowned regional artist, captured the Black Lake Mill Company property in a lithograph produced in the early twentieth century. It is reproduced, courtesy of the Henderson House Museum, in Figure 11-19. The artist probably stood on the west side of Black Lake to do the painting, as the view is toward the east. The Northern Pacific Railroad line from Olympia, through Belmore, and on to Grays Harbor, can be seen in the distance. The spur line to the mill is closer, running diagonally on the left side of the image. Above the trees, in the distance, is Mount Rainier.

For practical purposes, any distinction between the White Brothers Logging Company and the Black Lake Mill Company was erased in 1911. In August, A. E. White paid his uncle, Allen White, $15,000 for 1,000,000 feet of logs already in the lake. In October, the mill company paid A. E. White $1 for the same quantity of logs. Essentially, these transactions made A. E. White a part owner of the Black Lake Mill Company. By 1914, the railroad associated with the mill was being operated using the name "Black Lake Mill Co. RR," as can be seen in Figure 11-20. This map was provided by Thurston County Roads and Transportation Services. It was prepared in conjunction with the mill company's application (Washington Utilities and Transportation Commission Case # 1675) to cross Trosper Road with its logging railroad. The residence of A. E. White, at Belmore, can also be seen on this map.

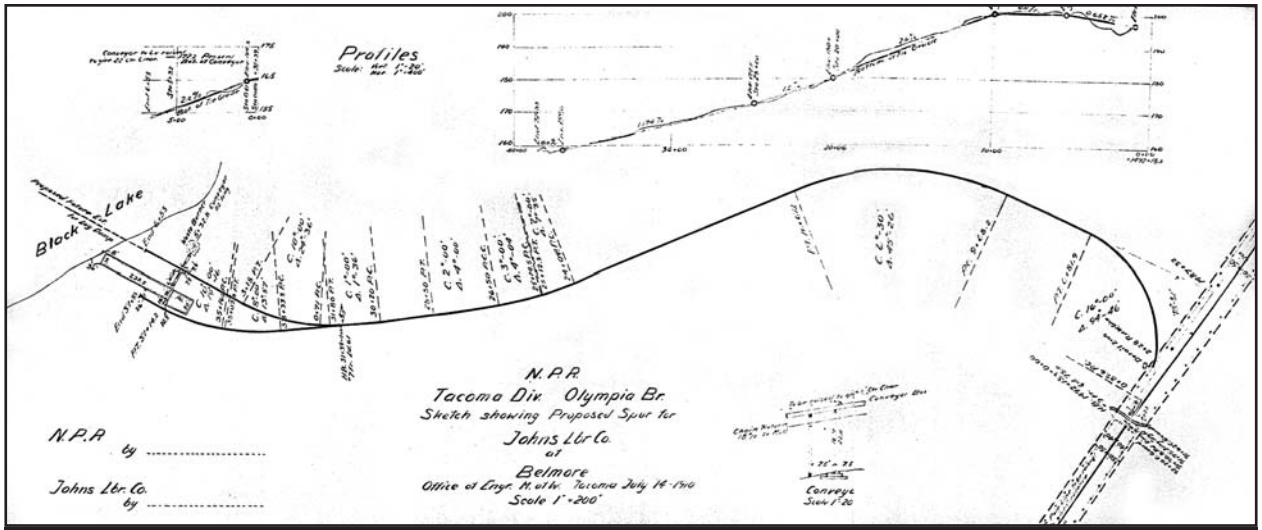


Figure 11-18 1910 Proposed Spur to Johns Lumber Co. (Black Lake Mill Co.)

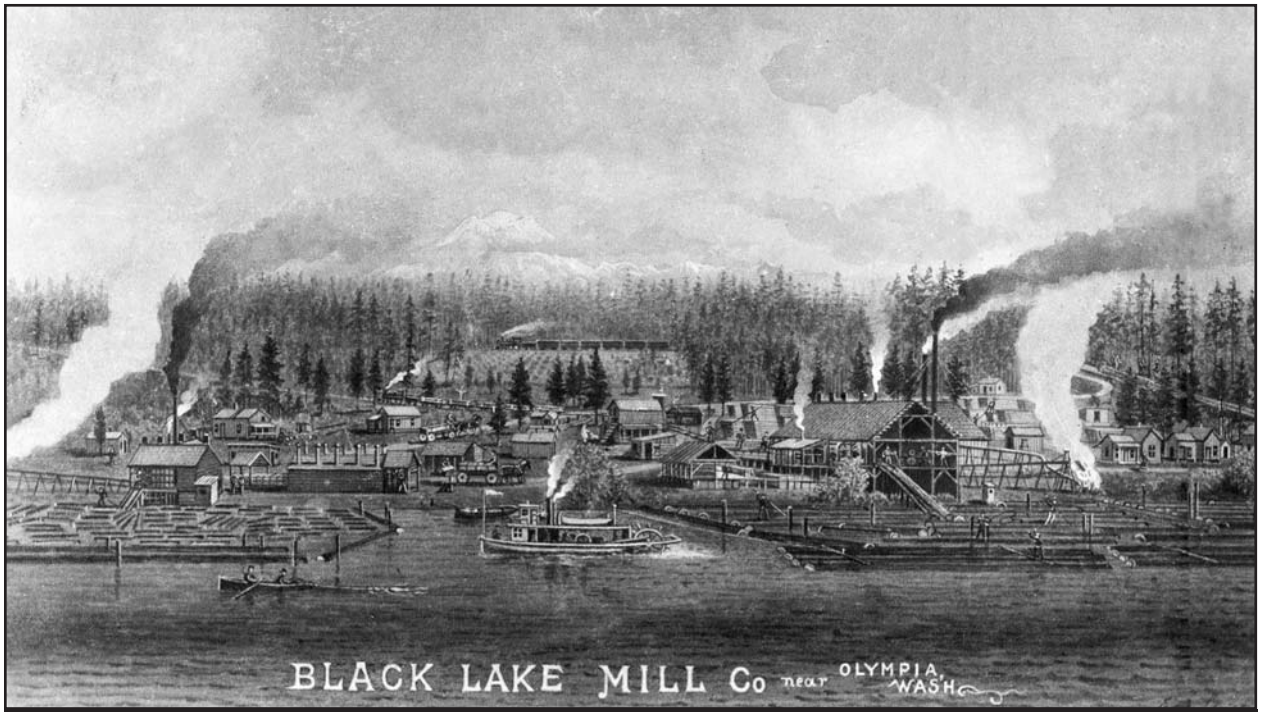


Figure 11-19 1910-1913 Edward Lange Lithograph of the Black Lake Mill

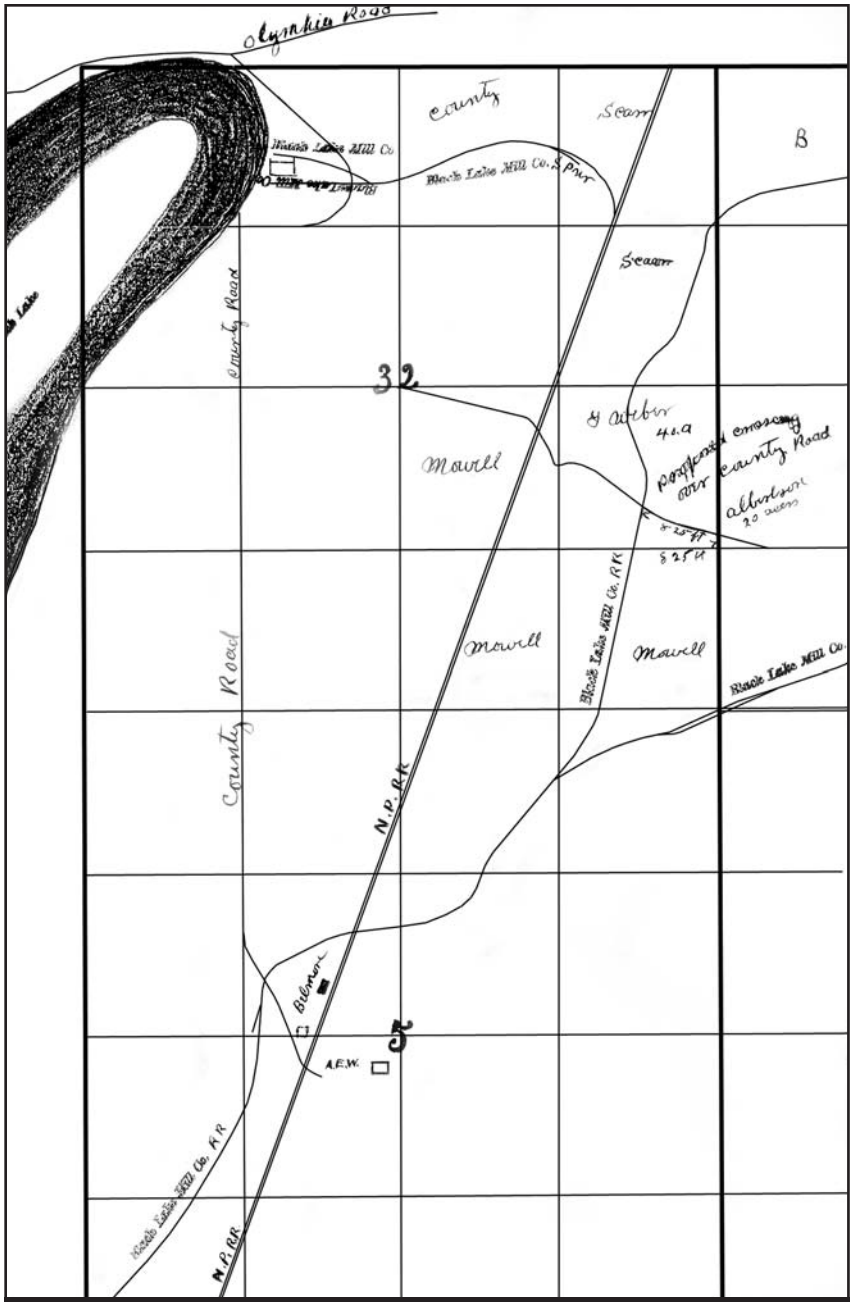


Figure 11-20 1914 The Black Lake Mill Company RR

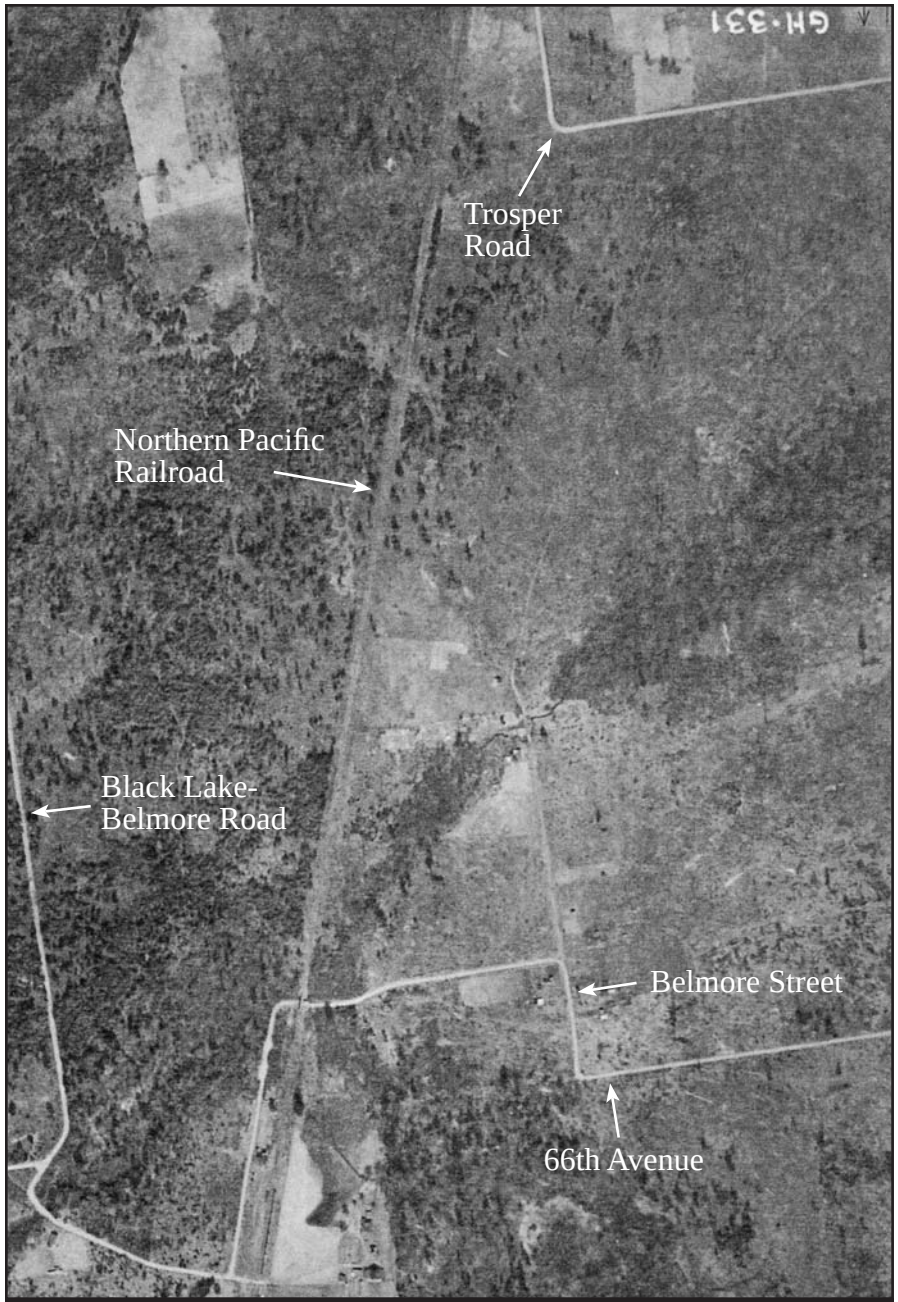


Figure 11-21 A 1936 Aerial Photograph NE of Belmore

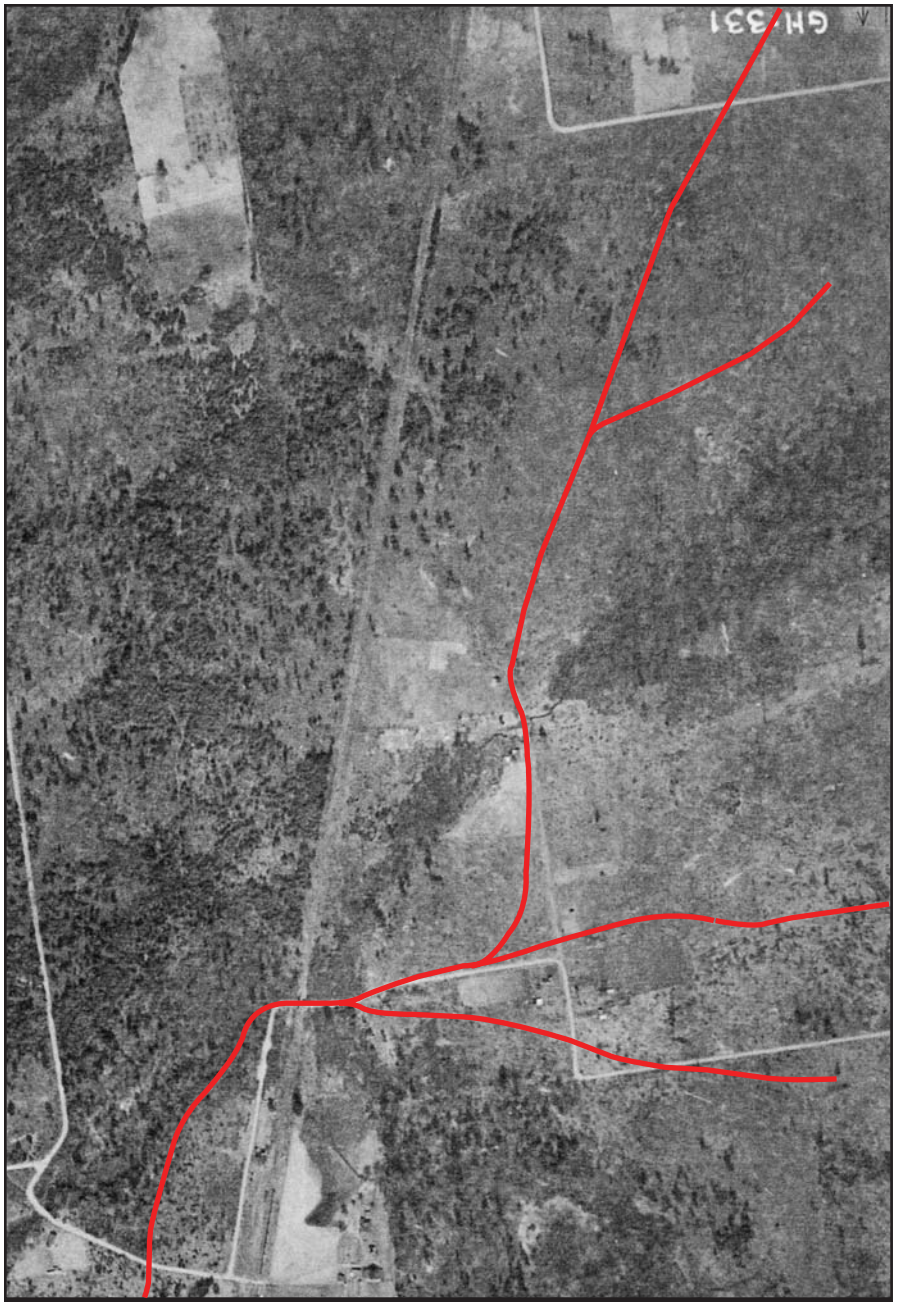


Figure 11-21 B Mill Company Grades NE of Belmore

To reach the areas seen in the northeast part of this map, a new segment of track was constructed. It connected with the spur to the log dump, and travelled north along the top of the bank, on the east side of Belmore Creek. Figures 11-21 A and B are from a 1936 aerial photograph of this area. The railroad grade is highlighted by a red line in Figure 11-21 B. Figure 11-22 is a 2011 view northeast in a cut along this right-of-way. It is located at a position approximately 100 feet east of Belmore Creek and 50 feet north of 66th Avenue. Figure 11-23 is a 2001 photograph facing northeast from 66th Avenue, in that region. Farther north, the track passed under the Belmore Creek trestle built previously by the Northern Pacific Railroad, and then sent branches east, as well as north across Trosper Road. Beginning in 1921, after the mill company tracks were removed, the same undercrossing would be used as a county road. Later, that road was also abandoned. Figure 11-24, a Northern Pacific map, shows some of these relationships.

C. Ray Jensen and Peter J. Replinger provided the undated photograph of the Black Lake Mill Company's mill presented in Figure 11-25. The view is toward the west, with a tiny amount of the lake visible at the extreme far right side of the picture. The diamond shaped smokestack of a locomotive is barely discernible at the far end of the curved track. A blow-up of this area can be seen in Figure 11-26. Ron and

Figure 11-22 2011 View NE in Cut North of 66th Ave.

Figure 11-23 2001 View NE from 66th Avenue

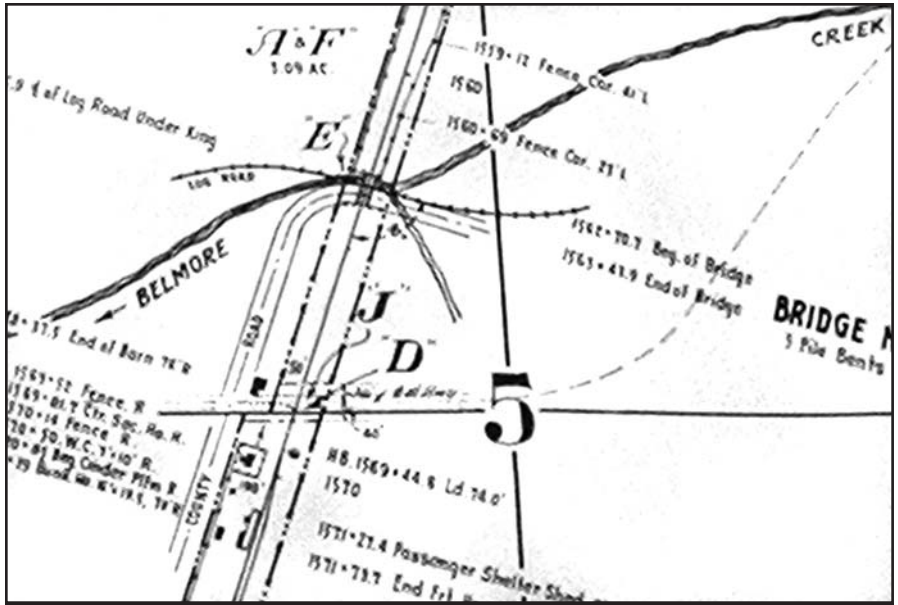


Figure 11-24 Post-1921 Northern Pacific Map

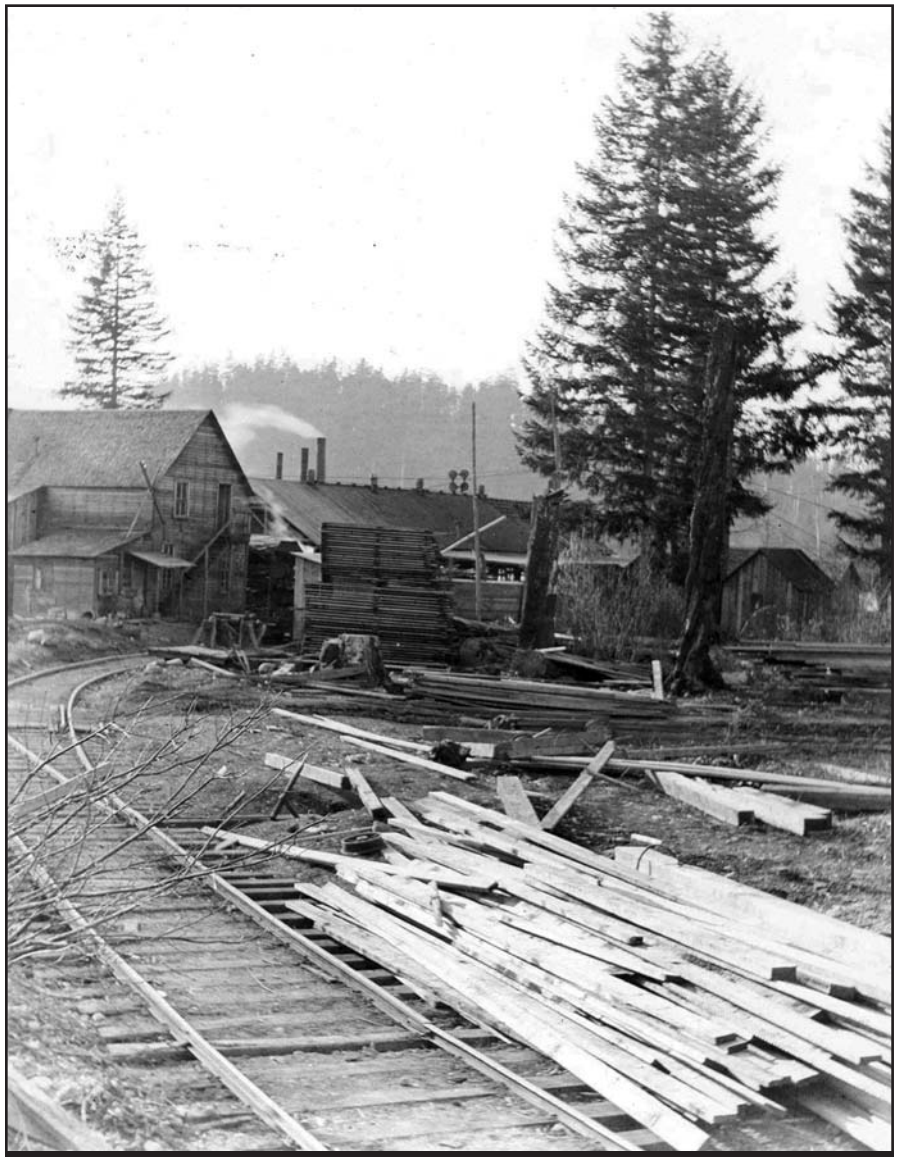


Figure 11-25 View West, Black Lake Mill Company Mill

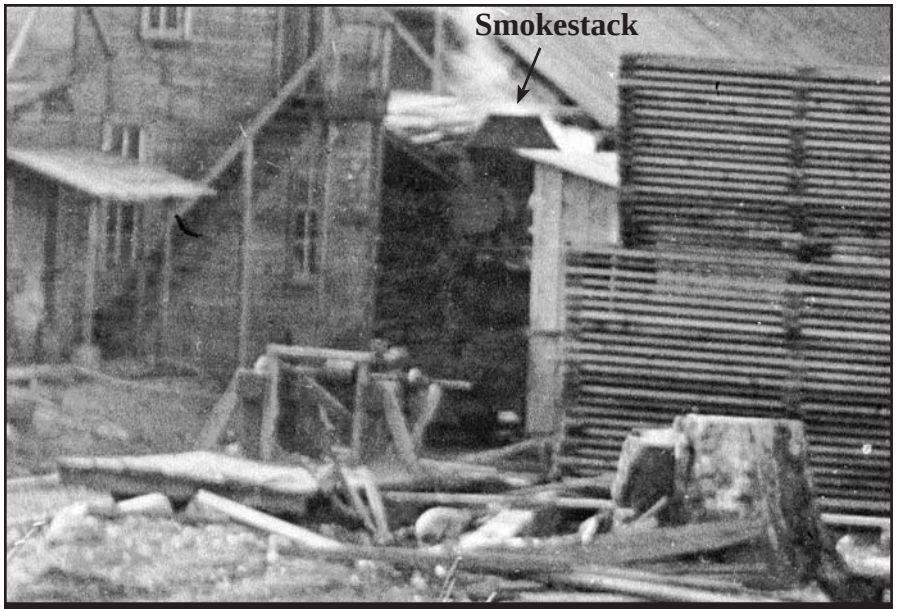


Figure 11-26 Locomotive at Black Lake Mill Co. Mill

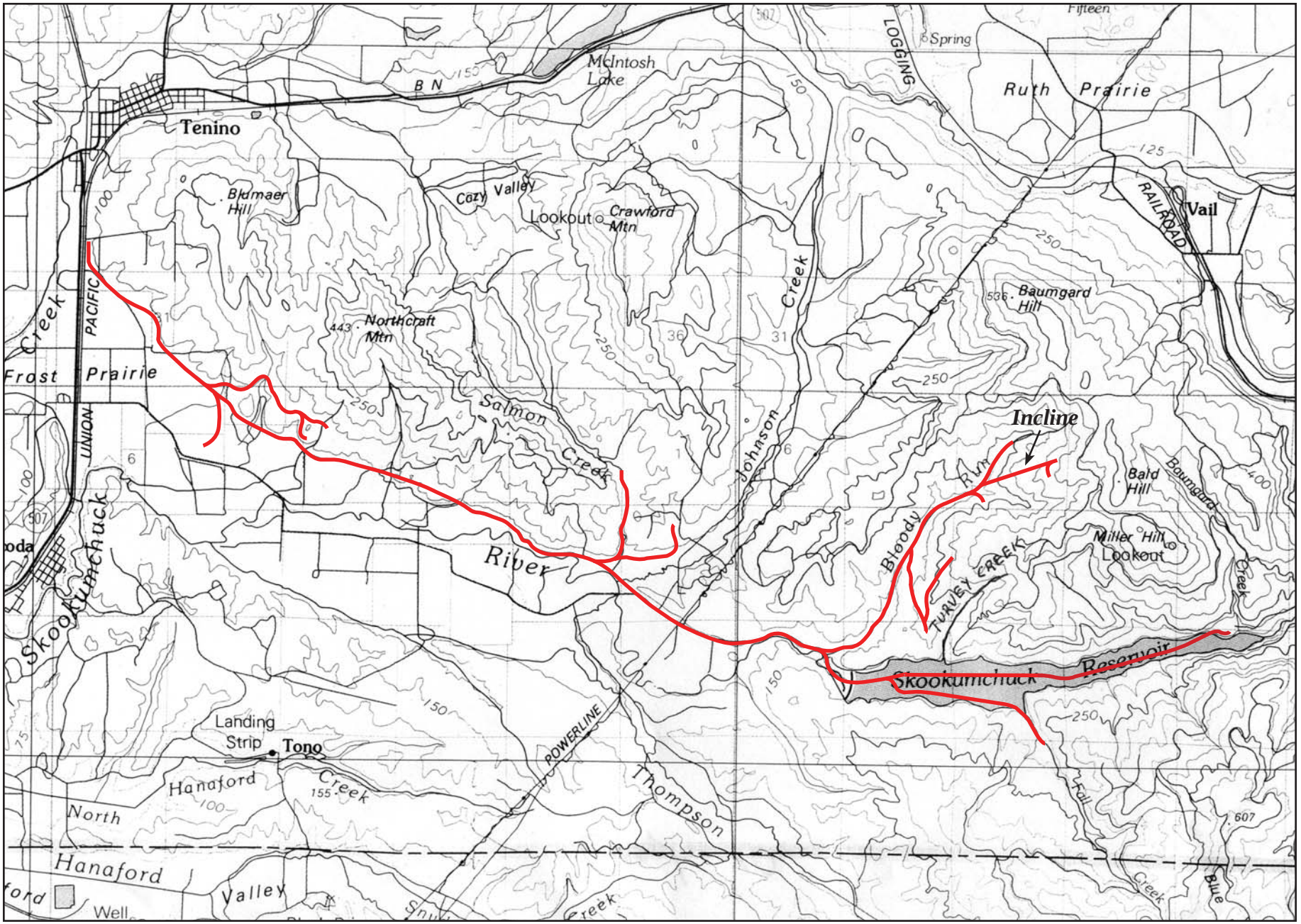
Jan Graham supplied the photographs reproduced in Figures 11-27 and 11-28. The primary locomotive used by the White Brothers Logging Company is presented in Figure 11-27. This Forney-type engine was built by Baldwin Locomotive Works in March of 1891 for New York City's elevated railroad, the Manhattan Railway Company. It carried road # 335 on that line but became obsolete when the company switched to electric cars. Then it went through several owners and wound up with the Hewitt Logging Company at Satsop, WA. A. E. White bought it from the latter company on 20 December 1907 and renumbered it # 35. Figure 11-28 shows the same engine, pulling a log car lettered "WHITE BRO."

Fire continued to be a problem for the lumber industry at Black Lake. The sawmill of the Black Lake Mill Company went up in flames on 29 September 1913. The business was reorganized as the Modern Mill Company and rebuilt, only to burn again on 25 October 1915. The 26 October 1915 issue of the *Olympian* reported:

Figure 11-27 White Brothers Logging Company Engine # 35

Figure 11-28 Loggers for the White Brothers Logging Company

"$40,000 loss when Modern Mill plant burns down . . . Burned to the ground two years ago, the Modern Mill at Black Lake, then known as the Black Lake Mill, suffered damage by fire at midnight Sunday totaling in the neighborhood of $40,000. There was only partial insurance . . . The fire is thought by the owners to have been of incendiary origin." This time the sawmill was not rebuilt. J. W. Dent reorganized the remaining assets of the Modern Mill Company to become president of a new business, the Belmore Lumber Manufacturing Company. This consisted primarily of a shingle mill on Black Lake, sometimes known as Dent's Shingle Mill. The scourge of fire continued when this shingle mill burned to the ground on 3 August 1917. With that, the era of railroad logging at Black Lake had ended.



Blumauer Lumber Company Railroad and Associated Lines

12

Blumauer Lumber Company

From 1904 until 1931 a logging and mining railroad extended southeast from Tenino. Generally, the line followed the course of the Skookumchuck River. Although it had a series of names, as ownership changed over those years, it is remembered primarily as the railroad of the Blumauer Lumber Company. South of downtown Tenino, this business operated a large sawmill, immediately east of the Northern Pacific mainline. The mill was located approximately where Crowder Road intersects with Blumauer Hill Road.

The company's earliest railroad right-of-way was initially constructed for use by the Tenino Coal & Iron Company. In October, 1904 that company leased mining rights on Isaac Blumauer's property, south of Tenino. This land, rich with coal deposits, was relatively close to Tenino (in Sections 29, 30, 31 and 32 of Township 16 North, Range 1 West). Blumauer reserved the right to operate a logging railroad over the parcel. In November of 1904, the coal and iron company secured a right-of-way over land belonging to Aaron Webster, which allowed a connection to be made between the Blumauer property and the Northern Pacific Railroad. Figure 12-1 is a diagram generated after the Northern Pacific built a spur for use by the Tenino Coal & Iron Company. The Black Bear Mine, located near the Forest Grove Cemetery (at the junction of Northcraft Road and 180th Avenue) shipped coal over this spur. The mine appears in Figure 12-2, which comes from Bulletin No. 19, issued by the Washington Geological Survey in 1919.

Isaac Blumauer and T. H. MacLafferty incorporated the Blumauer Logging Company and the Blumauer Lumber Company on 13 July 1906. They exercised Blumauer's right to operate a logging railroad over the Tenino Coal & Iron Company's track. Both a sawmill and a woodworking business (the planing mill) were erected at the junction of the latter railroad and the Northern Pacific, as can be seen in Figure 12-1. The woodworking business was also incorporated by MacLafferty and Blumauer in October, 1908, under the name of the Tenino Lumber and Manufacturing Company. By 1910, the sawmill, north of the planning mill, had been enlarged and was the operating mill of the Blumauer Lumber Company. Figure 12-3 displays the configuration of those buildings. Note the appearance of a second track leading to an engine house and blacksmith shop. The Tenino Light, Power and Water Company had a power house on this same track. It generated electricity by burning the lumber company's waste wood. Figure 12-4 is a 1909 photograph courtesy of the Washington State Historical Society. This view of the mill, erroneously labeled "Blumayer Lumber Company," was taken from Blumauer Hill, which lies immediately northeast of the sawmill.

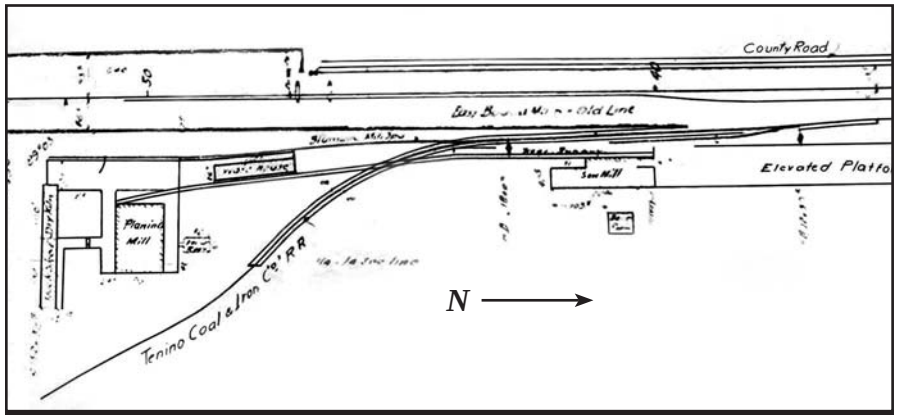


Figure 12-1 C. 1904 NP Spur for Tenino Coal & Iron Co.

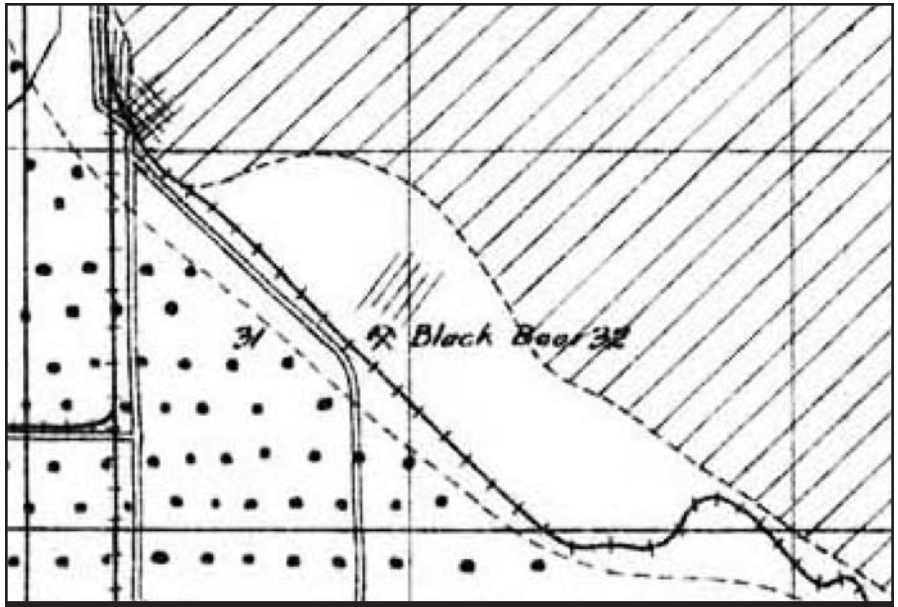


Figure 12-2 1919 Map Showing the Black Bear Mine

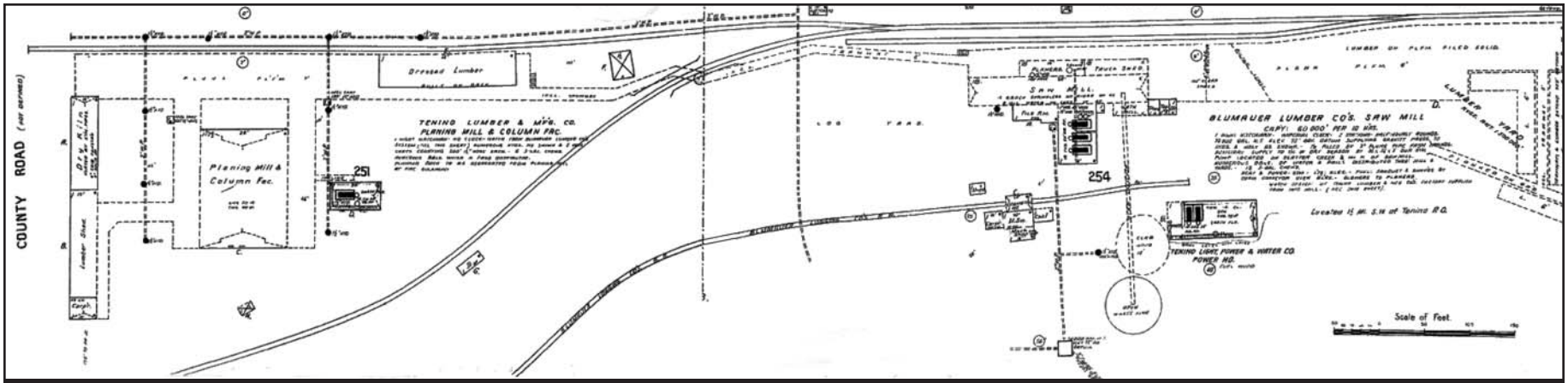


Figure 12-3 1910 Diagram of Blumauer Lumber Company Facilities

Figure 12-4 1909 View Southwest toward Planing Mill

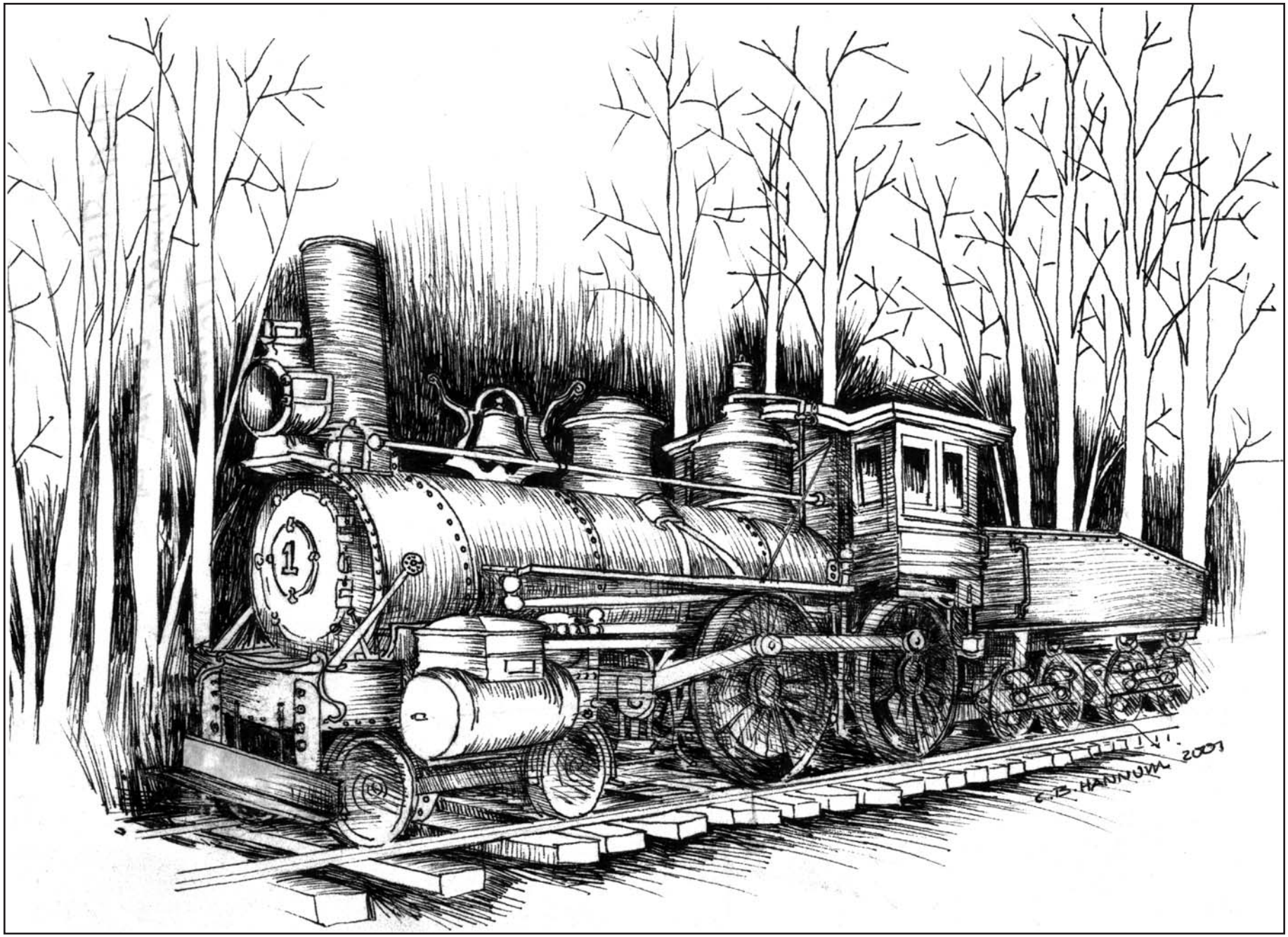
The illustration on page 135 displays Engine # 1 on the logging company's roster of locomotives. A photograph of the same locomotive is presented in Figure 12-5, courtesy of Peter Replinger. Engine # 200, a two-truck Heisler, was identified with "Blumauer Logging Company" on the tender. It is seen in Figure 12-6, also courtesy Peter Replinger.

Blumauer Lumber Company

The 1907 Directory of Washington Logging Railroads, by *The Timberman*, reported that the Blumauer Logging Company had two miles of track. Subsequently, the length of the Blumauer Logging Company railroad varied, as demand for lumber waxed and waned. Other publications by *The Timberman* reported that the company operated 4.5 miles of track in 1908 and 1910. The total had decreased to 2.5 miles in 1912.

The agreement with the Tenino Coal & Iron Company was renegotiated in 1912, with that company and the Blumauer Logging Company sharing the cost for upkeep over the originally leased right-of-way. But the fortunes of the Blumauer Lumber Company and the Tenino Lumber and Manufacturing Company began to decline. Late in 1914, the latter company was bankrupt. During 1915 and 1916, Blumauer's lumber and logging companies were idle.

Meanwhile, in June of 1915, the Hercules Sandstone Company leased the right to mine high quality stone from Weyerhaeuser property in Section 14, Township 15 North, Range 1 East. That location was to become Hercules Quarry # 6. Stone quarried there would be used to fill a contract for 200,000 tons of rock needed to improve and extend the north jetty at Grays Harbor. The lease agreement also allowed the sandstone company to construct its own railroad through Sections 14, 15, 16 and 17. This new construction would be immediately east of the Blumauer Logging Company line. Figure 12-7 presents part of the survey for the right-of-way to the new quarry. However, with the Blumauer properties mired in bankruptcy, the Hercules Sandstone Company needed a contingency plan, if conditions developed which prevented running stone trains over Blumauer's logging railroad. The sandstone company began acquiring its own right-of-way, which paralleled the Blumauer line, and terminated in Tenino, at the Northern Pacific Railroad. Subsequently, this precaution proved to be unnecessary.



Blumauer Logging Company, Engine # 1

Blumauer Lumber Company

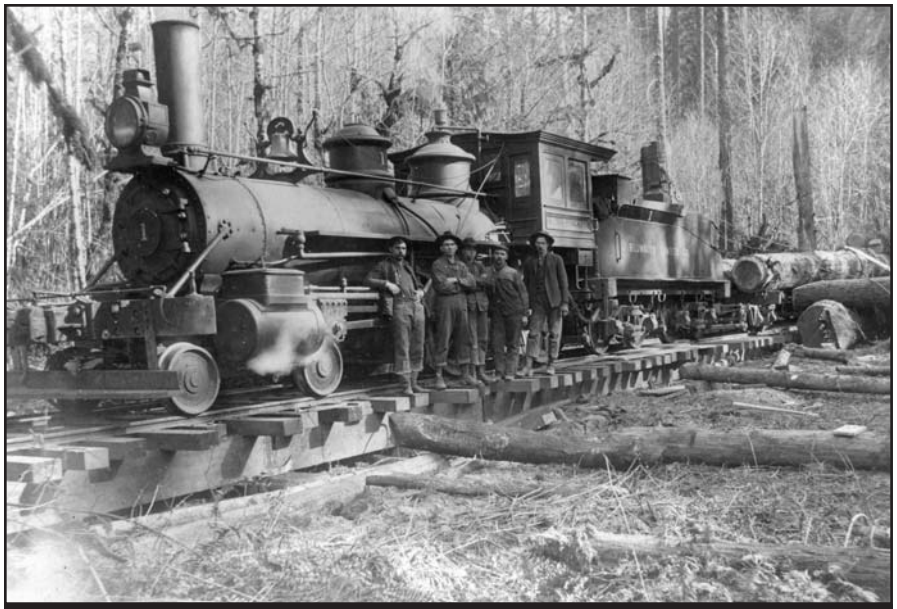


Figure 12-5 Blumauer Logging Company Engine # 1

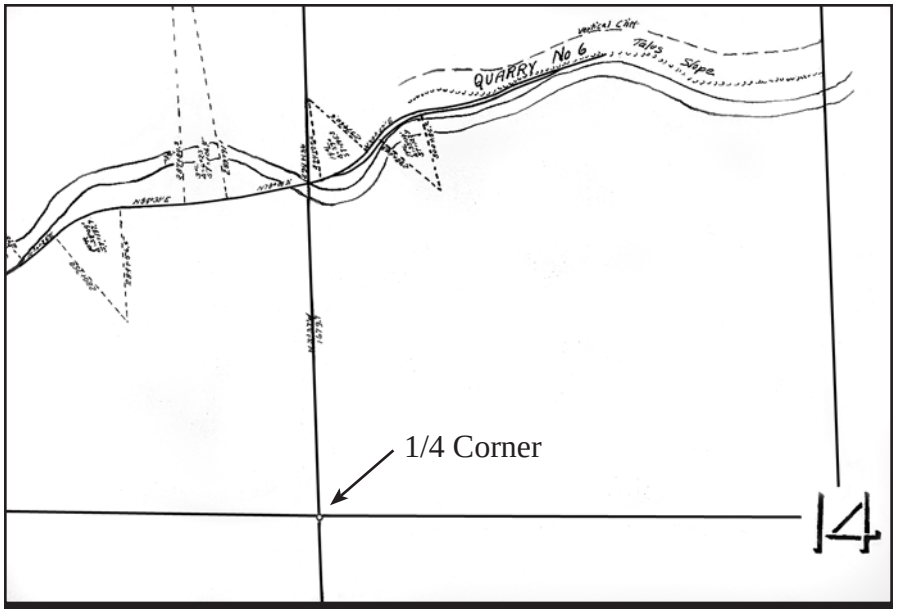


Figure 12-7 1915 Survey of Hercules RR to Quarry # 6

Figure 12-6 Blumauer Logging Company Engine # 200

Blumauer and MacLafferty extended their railroad in 1913, using rails and associated hardware leased from the Great Northern Railway. In December of 1916, when bankruptcy forced the liquidation of the two men's assets, approximately half the length of their nine mile line was laid with leased 50 pound rail. The purchasers of the former Blumauer properties were two separate business entities, both of which were owned by Tacoma investors, J. C. Buchanon and J. T. Gregory. Of the two businesses, the Skookum Lumber Company would oversee the mills, while the Skookum Railway and Logging Company assumed control of railroad and logging operations. Thus, the stage was set for the Skookum Railway and Logging Company and the Hercules Sandstone Company to develop a mutually beneficial operating agreement, which was completed in May, 1917. As a result, the railroad between Tenino and Section 11, Township 15 North, Range 1 West, would be wholly owned by the Skookum Railway and Logging Company, while the line between Section 11 and the stone quarry would be the property of the Hercules Sandstone Company. It was stipulated that logging operations could not be carried out east of Section 17. Figure 12-8, from a Department of Natural Resources map of Washington coal mines, shows the position of the "Skookum Lumber Company" railroad as it crossed Section 11. Figure 12-9 is a photograph from the collection of Arthur Dwelley, and is courtesy of Roger Easton. Although no location was given for this undated picture, it seems likely that it was made at Quarry # 6, at the very east end of the portion of the railroad operated by the Hercules Sandstone Company.

Blumauer Lumber Company

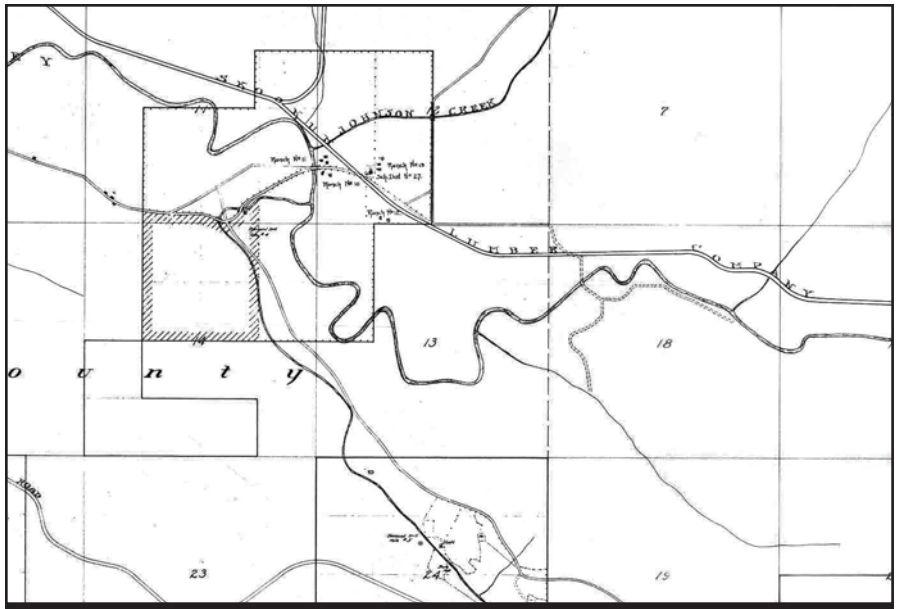


Figure 12-8 Position of Skookum Lumber Company RR

Figure 12-9 Stone Train at Quarry # 6

Entry of the United States into World War I caused the Federal Government to cancel its contract with the Hercules Sandstone Company. Rails to Quarry # 6 were soon removed. Due to loss of this contract and other conditions, the sandstone company also entered bankruptcy. Later, the Skookum Lumber Company had problems of its own. The June, 1922 edition of *The Timberman* reported that the company's mill burned on June 1st of that year.

Clifford and H. W. Turvey became the chief logging contractors for the Skookum Lumber Company in 1923. As such, they assumed operation over the entire length of the railroad. They incorporated the Turvey Brothers Logging Company in January of 1925. In 1926 they were operating 15 miles of track. Much of their logging was carried out by restoring rails to the grade built previously by the Hercules Sandstone Company. A good deal of that right-of-way can no longer be seen, due to flooding that occurred with the creation of Skookumchuck Lake. Turvey Creek, on the north side of the lake, lingers as a reminder of the last operators of the older Blumauer Logging Company railroad. Figures 12-10 and 12-11 captured two different Turvey Brothers Logging Company engines at work. Both are courtesy of Peter Replinger. The first is dated 1923 and shows an older, rod engine. The second is undated and contains the image of a Heisler locomotive. Turvey Brothers also bought a Shay locomotive, construction # 2952, in October of 1929. Truck logging began to supplant the use of railroads in the 1930s. Operation of this particular line ceased in 1933, after almost three decades of use.

Figure 12-12 is a recent photograph of one of the few remaining, easily accessible parts of the Blumauer railroad grade. The location is immediately north of the intersection of Dyson and Northcraft Roads. The view is toward the northwest. From here, the railroad ran straight into the mill. The former mill site is now occupied by private homes, with no trace of the prior industrial use of the land. Moving southeast from the location of Figure 12-12, the abandoned railroad grade lies a considerable distance north of Skookumchuck Road. It approaches and then joins that road at 8630 Skookumchuck Road. There, Figure 12-13 was made facing northwest along the right-of-way, which now serves as a driveway. Farther east, the railroad grade follows Skookumchuck Road into Skookumchuck Reservoir.

At one time, the Blumauer Lumber Company, and the businesses related to and descended from it, formed a large part of the community of Tenino. Now, they are all just memories.

Figure 12-10 1923 Turvey Bros. Logging Co. Engine

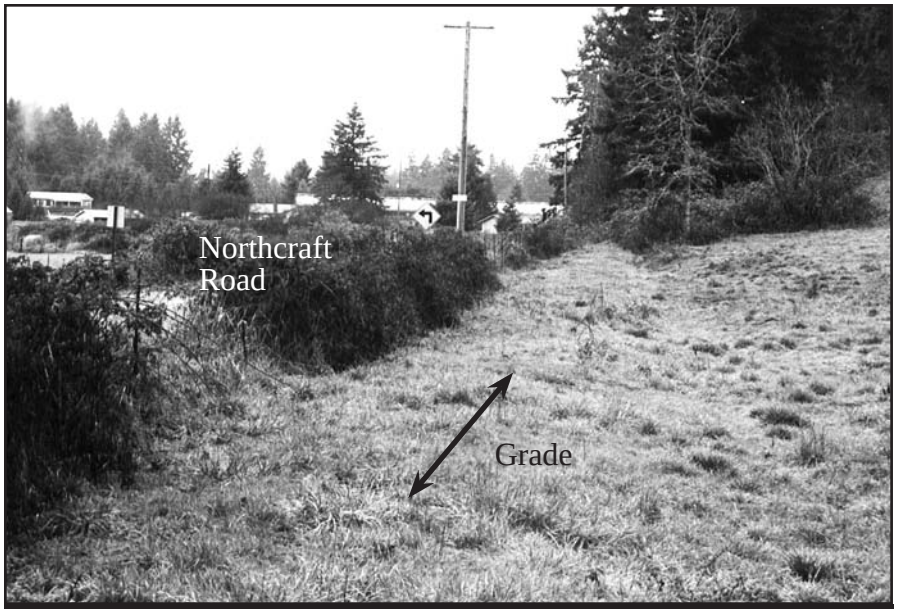


Figure 12-12 2001 View NW, West of Dyson Road

Figure 12-11 Turvey Bros. Logging Co. Heisler Engine

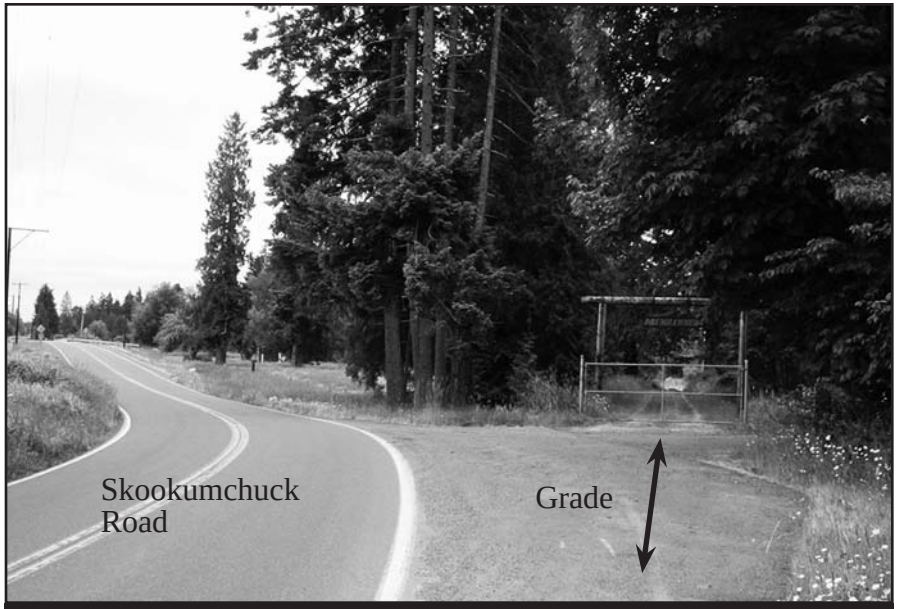


Figure 12-13 View NW at 8630 Skookumchuck Road

Blumauer Lumber Company

13
Chehalis Western Railroad

Between 1928 and 1984 the Weyerhaeuser Company used a railroad to transport timber from Vail, in rural Thurston County, to a log dump on Henderson Inlet, at South Bay. Trees were cut on the company's extensive timberland in southern Thurston County and northern Lewis County. Vail was the main logging camp, where loaded log cars from numerous branch lines were gathered, assembled into trains, and then dispatched to South Bay. A glimpse of that community can be seen in the view toward the southwest presented in Figure 13-1, a Clark Kinsey photograph courtesy of the University of Washington Library. Most logs travelling over the railroad were rafted to Weyerhaeuser sawmills in Everett. A comprehensive and complete discussion of this railroad can be found in Logging Railroads of Weyerhaeuser's Vail-McDonald Operation, by Frank W. Telewski and Scott D. Barrett. Because that publication contains excellent mapping of virtually every grade built by the line, images in this book will be restricted primarily to mainline rights-of-way.

When it first opened, the line was called the Skookumchuck Railroad. It crossed the Milwaukee Railroad at Western Junction. That point was was slightly west of place where the Milwaukee's Gregory Mill Spur, leading to the Fir Tree Lumber Company, had just been removed. In 1936, Weyerhaeuser reorganized the Skookumchuck Railroad as the Chehalis Western Railroad. The new entity included the Columbia Construction Quarry, located south of Vail. This quarry's stone had been mined previously, in 1916, by the Hercules Sandstone Company, which utilized an extension of the defunct Blumauer Logging Company's railroad to reach the area. The Chehalis Western also gained control of an abandoned segment of Milwaukee Road track between Chehalis Junction (immediately south of Chehalis) and a point 1.5 miles west of Ruth Station, in Lewis County. The latter grade was put back in service and used to harvest timber from a new Weyerhaeuser headquarters called Camp McDonald. A reciprocal agreement allowed Chehalis Western log trains to run on Milwaukee track from Chehalis Junction to Western Junction. Likewise, Milwaukee trains could operate over the former Skookumchuck Railroad, from Western Junction to the Columbia Construction Quarry. Even after 1980, when the Milwaukee Road discontinued rail service in Washington, a relationship between the two companies lingered. Subsequent to that date, the Chehalis Western became the operator of much of the Milwaukee's former Thurston County right-of-way.

Figure 13-1 View Southwest at Vail

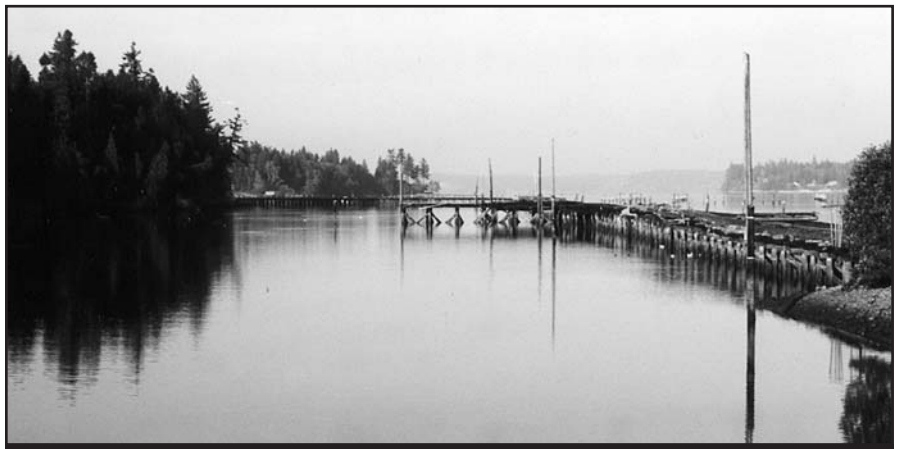
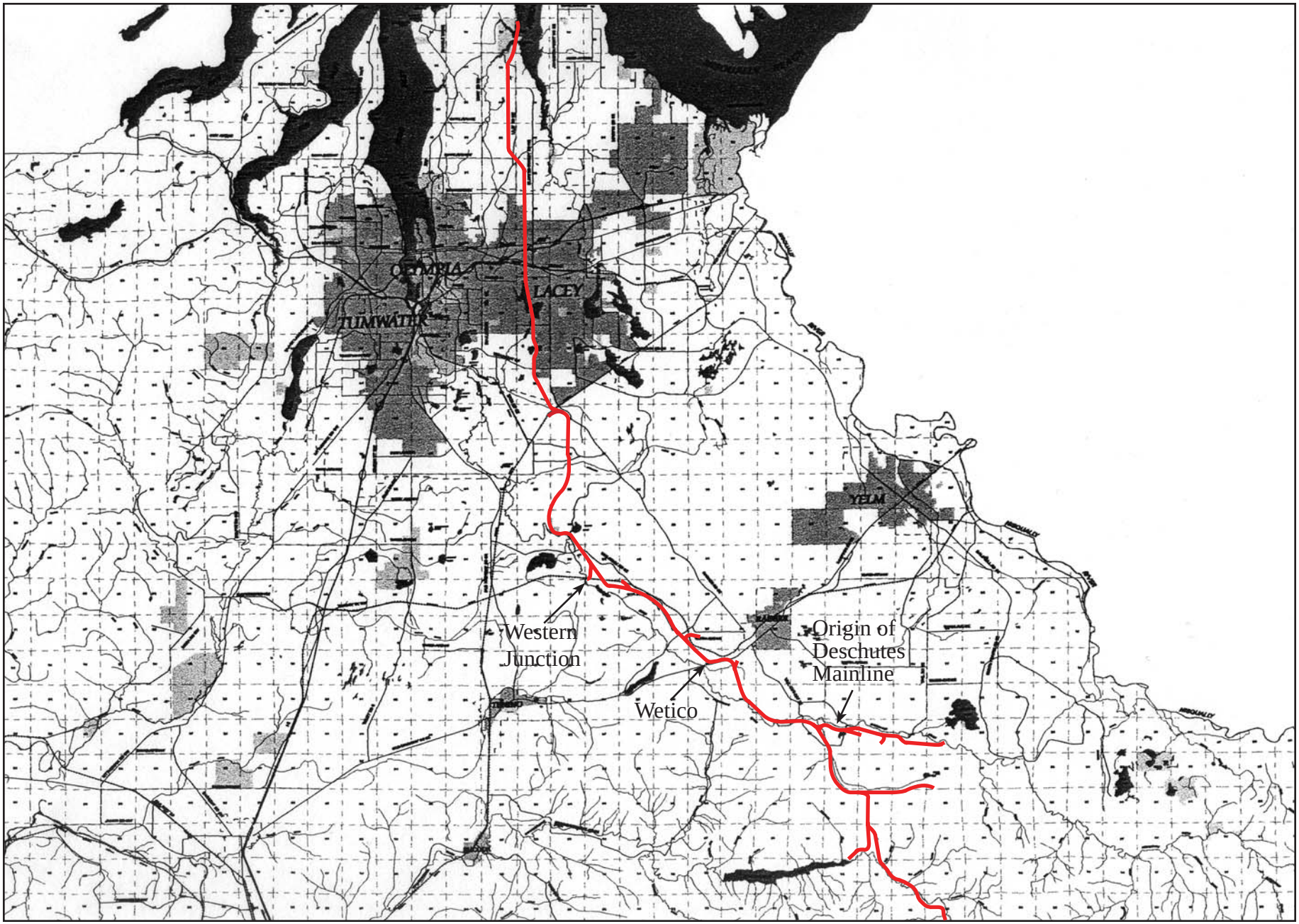


Figure 13-2 2001 View North at South Bay



Route Map of the Chehalis Western Railroad

It seems almost ironic that, at a time when smaller timber companies were starting to log by truck, the Weyerhaeuser Company began building a lengthy new logging railroad. Until the 1920s, railroads customarily brought logs all the way from stump to mill. However, the line that Weyerhaeuser built was used primarily for long distance log transport. Timber was hauled from the woods by highline or truck, loaded on rail cars at a transfer station, and sent to the dump at South Bay. From there, a tow boat completed the journey to Everett.

"Boomtime, a History of the Woodard Bay Natural Resources Conservation Area" by Andrew Poultidge, published by the Washington State Department of Natural Resources, presents a concise history of the formulation, construction, and later decline of Weyerhaeuser's railroad. The author noted that the first load of logs was unloaded at South Bay on 2 February 1928. The publication went on to outline a number of factors which contributed to the gradual abandonment of the Chehalis Western Railroad, between South Bay and Vail. A major factor was Weyerhaeuser's purchase, in September, 1980, of most of the former Milwaukee Road facilities in Pierce, Thurston and Lewis Counties. This allowed the company to ship logs to foreign ports through its newly acquired terminal on the Tacoma waterfront. Transshipment of these logs through the South Bay log dump was no longer required. When the company's E Mill in Everett closed, in October of 1984, all potential usefulness of the South Bay facility ended. The log dump was closed, and trains no longer ran between there and Western Junction. Rails were removed between South Bay and Lacey in 1988, and between Lacey and Stedman Road (immediately north of Western Junction) in 1991. The grade between Western Junction and Vail Loop Road went up for abandonment in 1994. The right-of-way was purchased by Thurston County Parks and Recreation. Long range plans call for inclusion of that part of the line in the county's linear park system.

In 2009 the site of the South Bay log dump abounds with wildlife as it returns to a natural state. South of there, the old right-of-way has been transformed into a paved trail that connects directly with the linear park between Yelm, Rainier and Tenino. Figure 13-2, a photograph made in 2001, begins a tour of the railroad at its northern terminal. The view is north, toward South Bay, with the trestlework of the dump in the foreground. Figure 13-3, obtained at the same time, is a photograph looking north along the trestle. When the facility was in use, two tracks were present here. On the right, rails remained in place on the main dump track.

Approximately 200 feet to the south, the illustration on page 142 represents a view south, in 2001, along a trestle over Woodard Bay. Figure 13-4 is a photograph of the same trestle from a vantage point west of the structure. The picture was also obtained in 2001.

Figure 13-3 2001 View North along Log Dump Tracks

Figure 13-4 2001 View East toward Woodard Bay Trestle

Chehalis Western Railroad, Woodard Bay Trestle

Chehalis Western Railroad

The Chehalis Western had an interchange with the Point Defiance Line of the Northern Pacific Railroad. It was located approximately 0.5 mile north of East Olympia. The place can be identified in the upper right portion of Figure 2-26. Here the logging railroad passed under the Northern Pacific. The underpass was backfilled after the logging railroad was abandoned. Farther south, southeast of Offutt Lake, is the location of Western Junction. At the junction, Tacoma Rail currently operates the former Milwaukee Railroad mainline, and also maintains a small segment of former Chehalis Western track.

The interchange point with the Northern Pacific's Prairie Line was known as Wetico. The Chehalis Western grade there has been integrated into the county's rails to trails system. Southeast of Wetico, the grade crossed under the Prairie Line and Highway 507. Figure 13-5 is a 2001 photograph made while standing on the bridge that carried the Prairie Line over the logging line. Looking southeast, the bridge for Highway 507 can be seen in the distance. Figure 13-6 comes from Northern Pacific Railroad Joint Facilities Book # 3. It was made in May of 1928 and is a view northwest. A small portion of the highway bridge is seen on the far left, while the bridge used by the Prairie Line is visible in the distance.

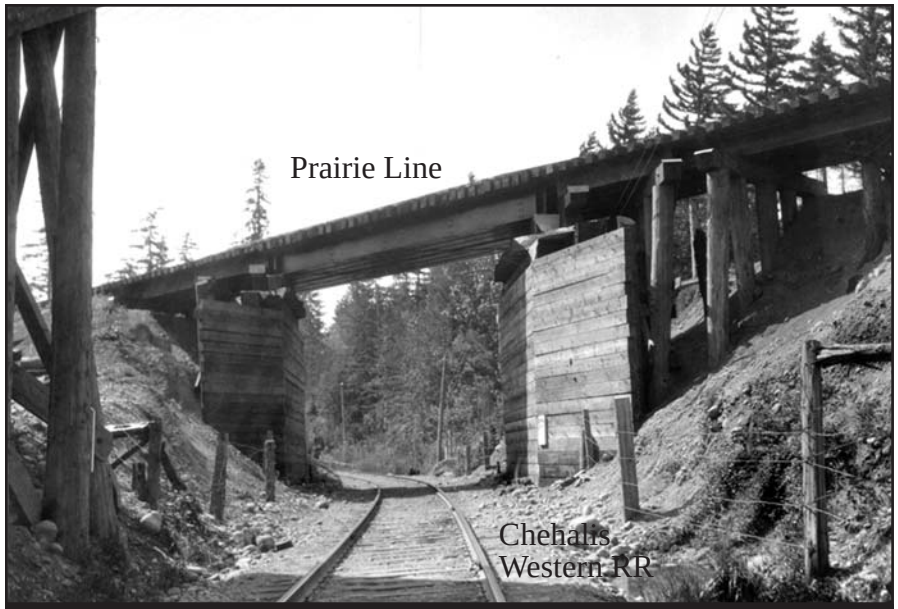


Figure 13-6 1928 View NW under Prairie Line Trestle

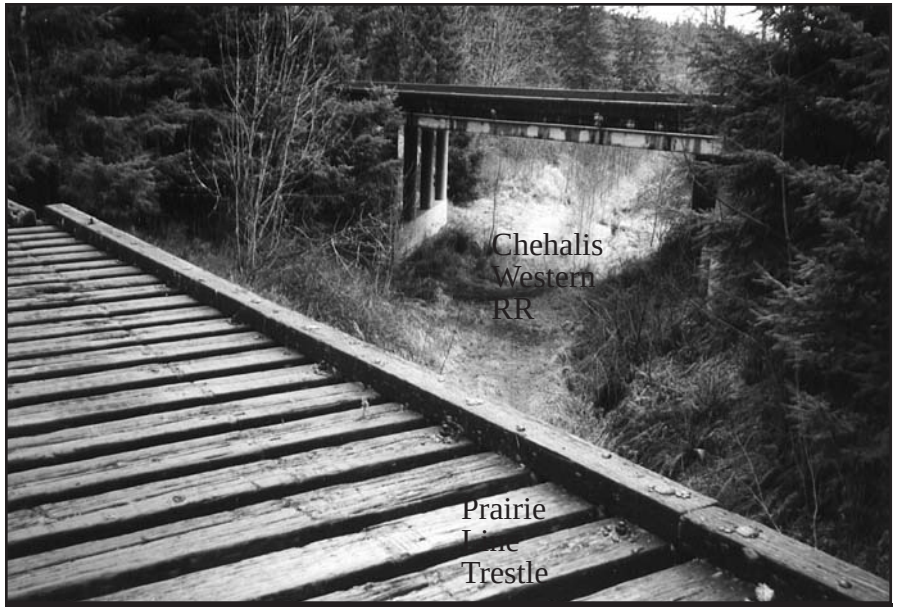


Figure 13-5 2001 View SE from the Prairie Line Trestle

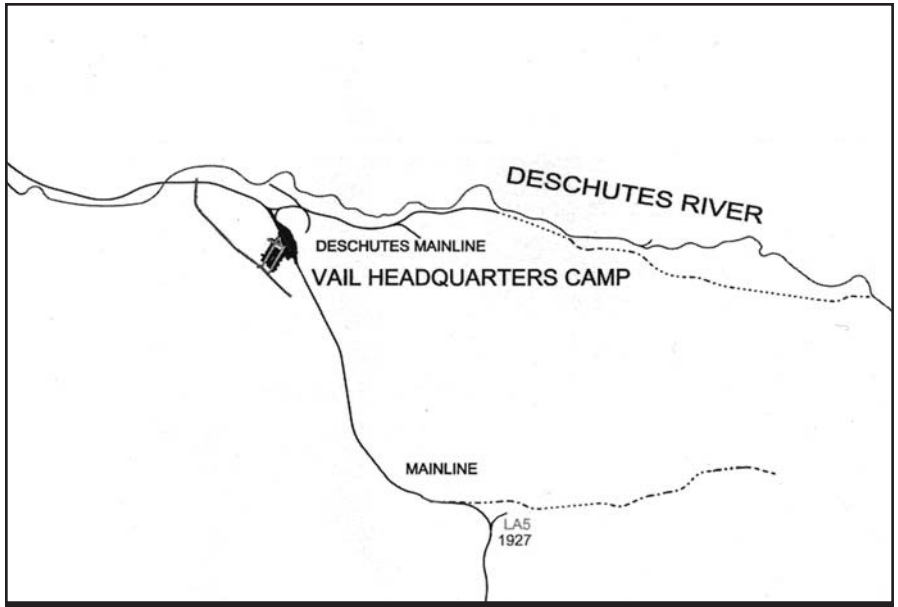


Figure 13-7 2005 Diagram of the Deschutes Mainline

A wye at the north end of the Vail yard was the origin for an early branch line. Running along the south side of the Deschutes River, it was designated as the Deschutes Mainline. Scott Barrett and Frank Telewski provided a diagram of this right-of-way, represented in Figure 13-7, as it appeared in Logging Railroads of Weyerhaeuser's Vail-McDonald Operation. In this figure, a grade constructed in 1923 by the Lindstrom-Handforth Lumber Company is noted, immediately northeast of Vail, where it was crossed by the new Deschutes Mainline. The same configuration is visible in Figure 13-8, which is part of the 1940 Army Corps of Engineers Map of the Yelm Quadrangle (Grid Zone "G"). Figures 24-17 and 24-18 provide maps of this older logging right-of-way. East of Vail Loop Road, the Deschutes Mainline actually used a previously abandoned Lindstrom-Handforth Lumber Company grade to reach timber as far east as Section 30, Township 16 North, Range 2 East. Figures 24-4 and 24-5 demonstrate the Lindstrom-Handforth grades and their later use by the Weyerhaeuser Company. Figures 13-9A and 13-9B come from a 1944 Army Corp of Engineers Aerial Photograph of the region around Vail. Figure 13-9B indicates the position of the Deschutes Mainline and its relationship to previously existing Lindstrom-Handforth grades.

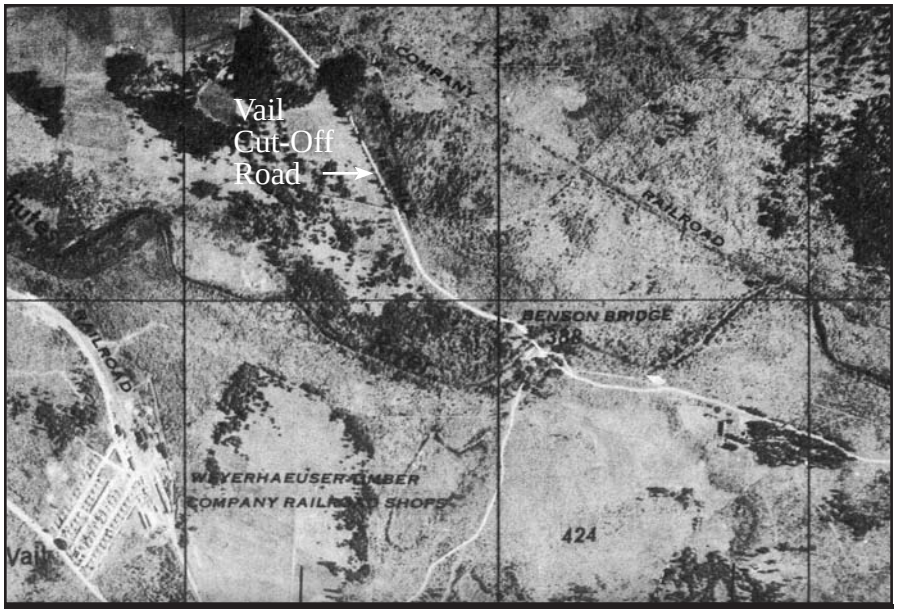


Figure 13-9A 1944 Corps of Engineers Aerial Photograph

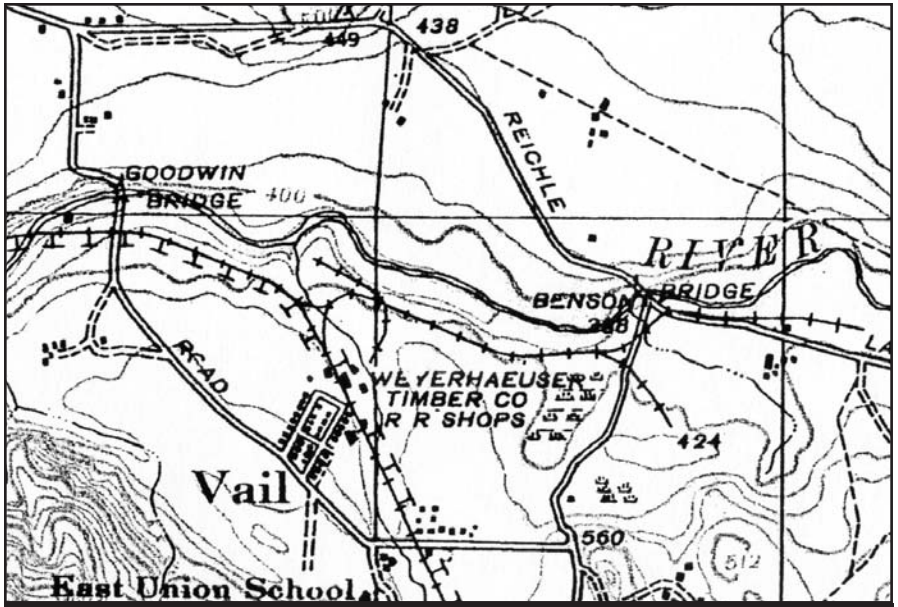


Figure 13-8 1940 Army Corps of Engineers Map

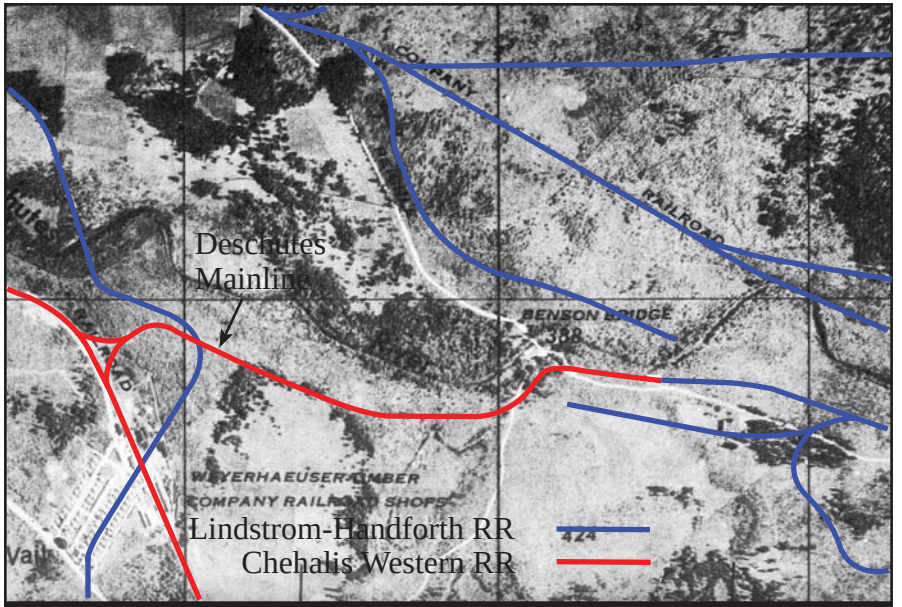


Figure 13-9B 1944 Corps of Engineers, with Grades

Chehalis Western Railroad

Figure 13-10 Engine # 110 near Vail

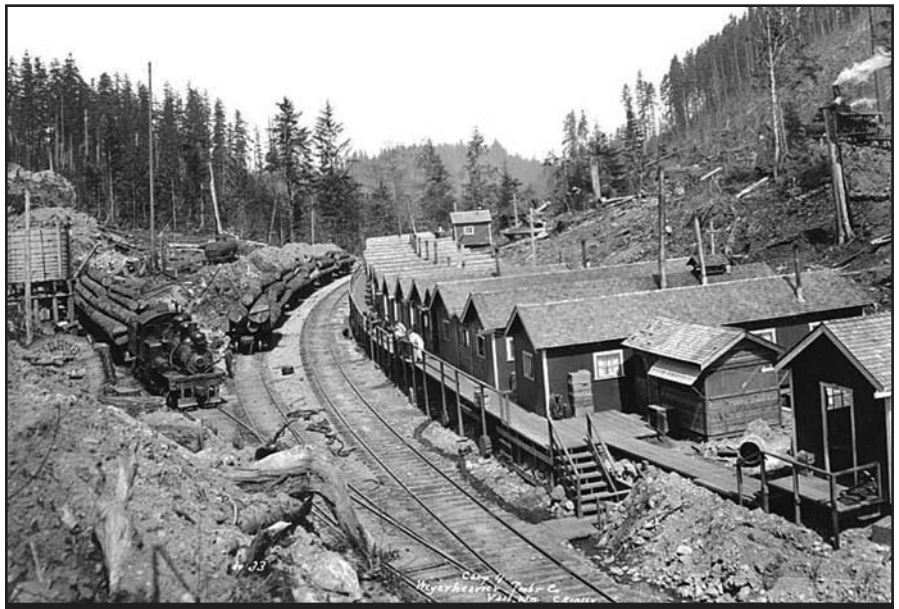
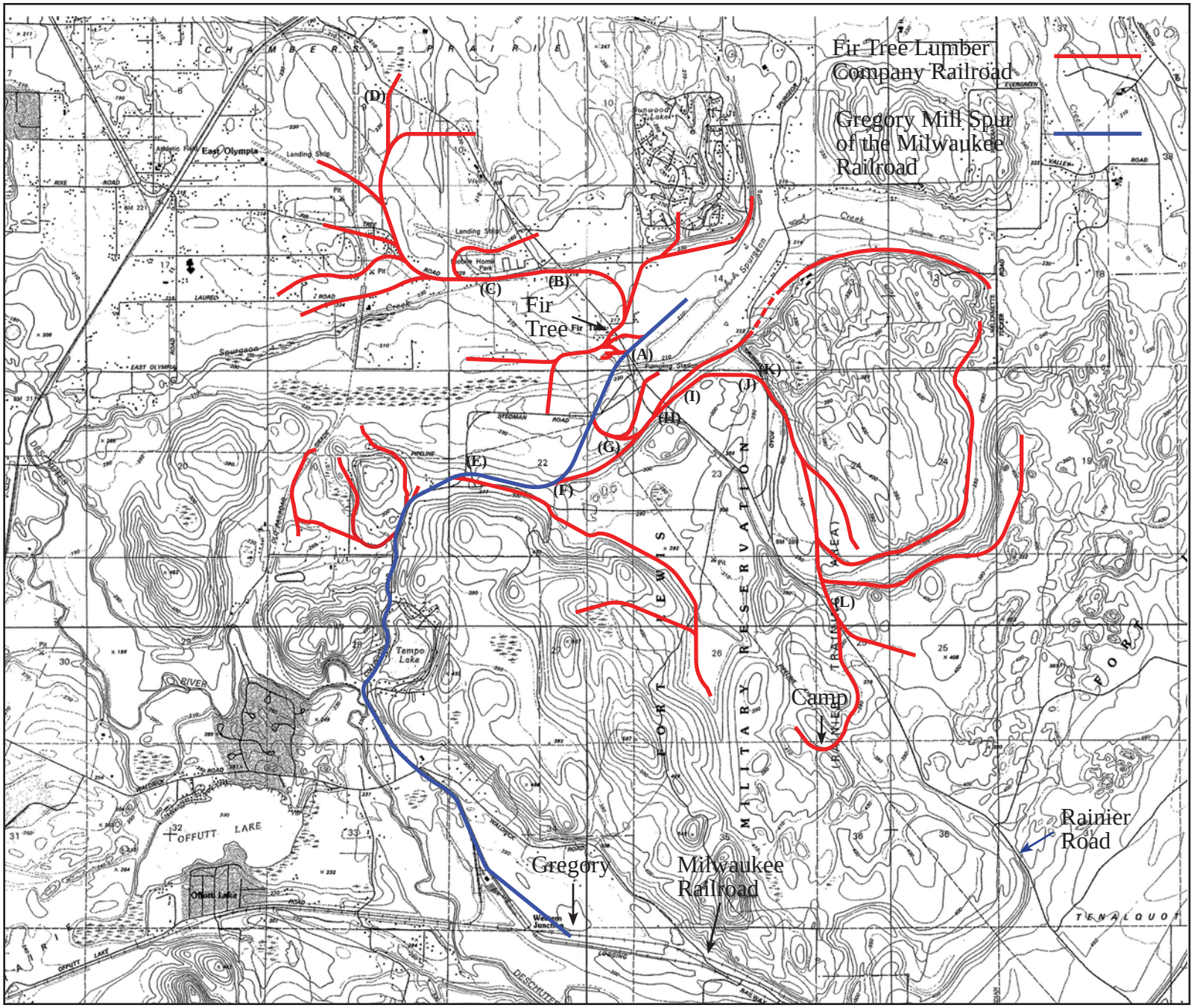


Figure 13-11 Engine # 3 at Camp # 4, south of Vail

Figures 13-10 and 13-11 are additional Clark Kinsey photographs from the University of Washington Library. Figure 13-10 was made near Vail. The crew of Engine # 110 posed with a train of logs. This 2-6-6-2T Baldwin Mallet locomotive was built for Weyerhaeuser in 1928. In 2001 it was still in service with the Black Hills Central Railroad of Hill City, SD. Figure 13-11 was obtained farther south of Vail. Although the image was made at Camp # 4, that designation referred to a set of equipment and personnel, but not a specific location. Shay locomotive # 3 idled near a water tank.

Without a doubt, the Chehalis Western Railroad deserves to be regarded as the largest and, operating over a 56 year time span, most durable logging line in the history of Thurston County.



Route Map of the Fir Tree Lumber Company Railroad

14
Fir Tree Lumber Company

When the Milwaukee Railroad finished building its line from McKenna to Helsing Junction, on 15 June 1910, a large area of virgin timber became accessible for logging. The Fir Tree Lumber Company was one of several ventures designed to take advantage of this opportunity. Further groundwork was laid in February, 1911 when the company was incorporated. Headquarters were to be in Tacoma, with start-up capital of $50,000. Harry L. Martin, George B. Richardson, and Henry E. Jones were the principal owners. Four donkey engines, along with necessary camp equipment, were purchased in June from William McKean of Woodland, WA.

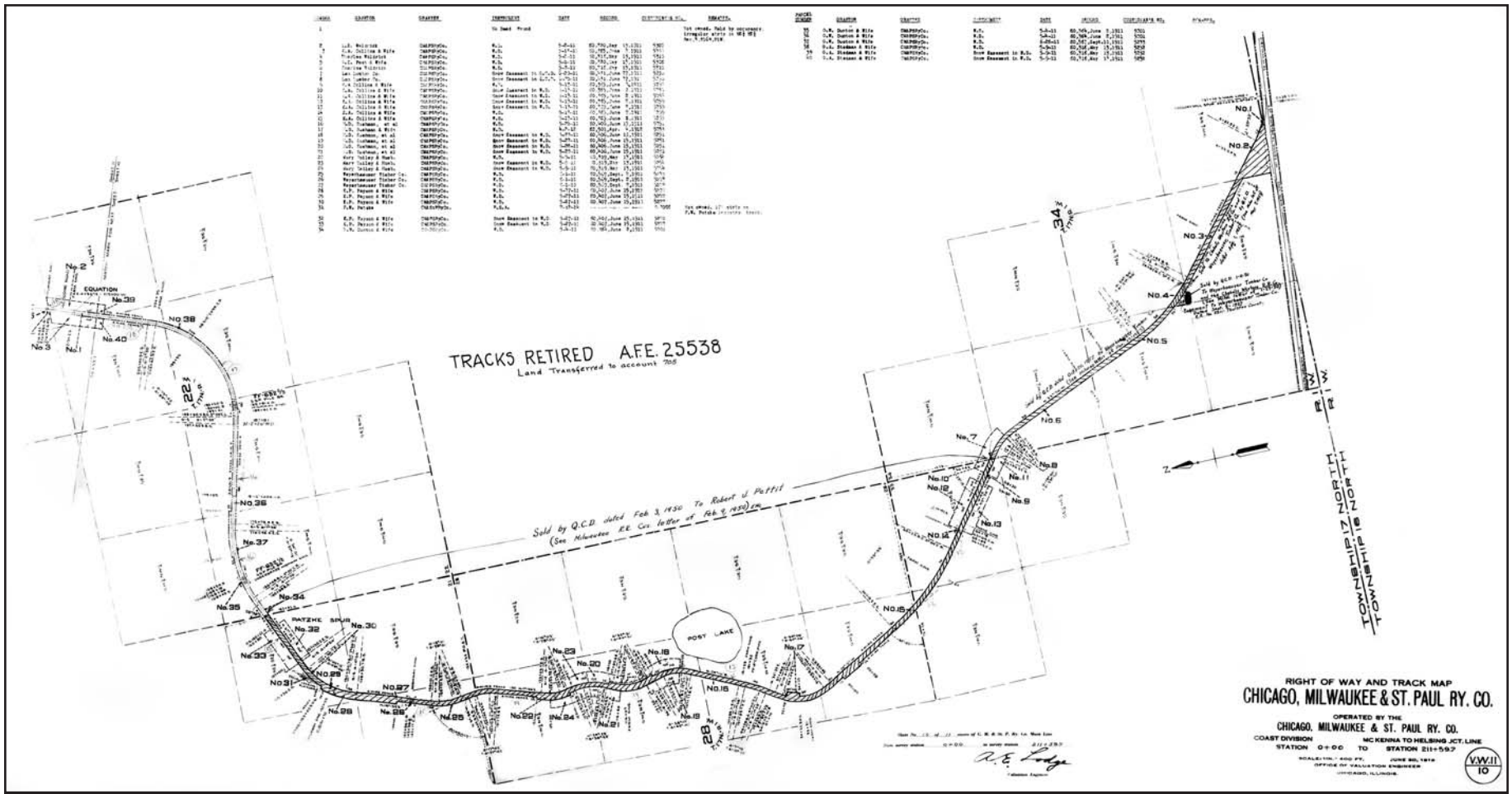

TRACKS RETIRED A.F.E. 25538
Land Transferred to account 706
Sold by Q.C.D. dated Feb 3, 1930 To Robert J. Pettit
(See Milwaukee R.R. Co. letter of Feb 7, 1930) cm
POST LAKE
PATZKE SPUR
RIGHT OF WAY AND TRACK MAP
CHICAGO, MILWAUKEE & ST. PAUL RY. CO.
OPERATED BY THE
CHICAGO, MILWAUKEE & ST. PAUL RY. CO.
COAST DIVISION
MC KENNA TO HELSING JCT. LINE
STATION 0+00 TO STATION 211+59.7
V.W.11
10

Figure 14-1 1918 Milwaukee Railroad Valuation Map of the Gregory Mill Spur

Rail service for the Fir Tree Lumber Company was secured by construction of the Gregory Mill Spur, which linked the company's sawmill to the Milwaukee's mainline. Figure 14-1 is a Milwaukee Railroad Valuation Map which shows the entire extent of the spur. Completed in 1911, it was 5.5 miles long. "Gregory" was the station designation for the place on the Milwaukee mainline where the spur originated. At least one siding, called "Patzke Spur," was located along the Gregory Mill Spur. This spur-upon-a-spur was placed in service 12 February 1914. It was named for Fred W. Patzke (a railroad civil engineer who lived in St. Paul, Minnesota in 1920).

James T. Gregory, a Tacoma lumberman, played a large role in establishing the Fir Tree Lumber Company. It was from him that the spur to the mill received its name. In 1924, James F. Gregory, a younger relative of James T., was Superintendant of the mill. The June, 1912 edition of *The Timberman* noted that at that time, J. C. Startup was the manager, and W. W. Woodridge was the assistant manager of the Fir Tree Lumber Company. Figure 14-2 is a Valuation Map of the area where the Gregory Mill Spur joined the Milwaukee Railroad mainline. By the time this diagram was made, the Chehalis Western Railroad had been built. In the area represented by Figure 14-2, the Chehalis Western was constructed immediately west of the south end of the Gregory Mill Spur. The extreme southern portion of the Gregory Mill Spur has now become a short segment of the Chehalis Western Trail.

Another Milwaukee Railroad Valuation Map is reproduced in Figure 14-3. This image shows the configuration of tracks and buildings near the mill. It seems likely that Spurgeon Creek was dammed on the west side of the log dump, to provide a pond for storage of timber until it was needed by the mill. Figure 14-4 is part of a 1916 U. S. Geological Survey Map, which included the mill. It provides a glimpse of the logging railroad at Fir Tree, as it existed that year. In a short while, the village that sprang up around the sawmill became known as Fir Tree.

In addition to track near the mill, the Fir Tree Lumber Company built a second segment of logging railroad several miles west of its main operation. This track was an extension of the Carl Nelson Spur, which originated from the Milwaukee Railroad mainline in Section 12, Township 16 North, Range 3 West. Owned by the Milwaukee Railroad, this spur was placed in service in 1914 and removed in 1919. It was located within one mile of Littlerock, and its position is indicated in Figure 14-5. Commencing at the end of that spur, track belonging to the Fir Tree Lumber Company came north and crossed (see Washington Utilities and Transportation Commission Case # 4336) what is now Maytown Road. Carl Nelson and J. B. Wilmot harvested timber there, and sent the logs to the mill at Fir Tree.

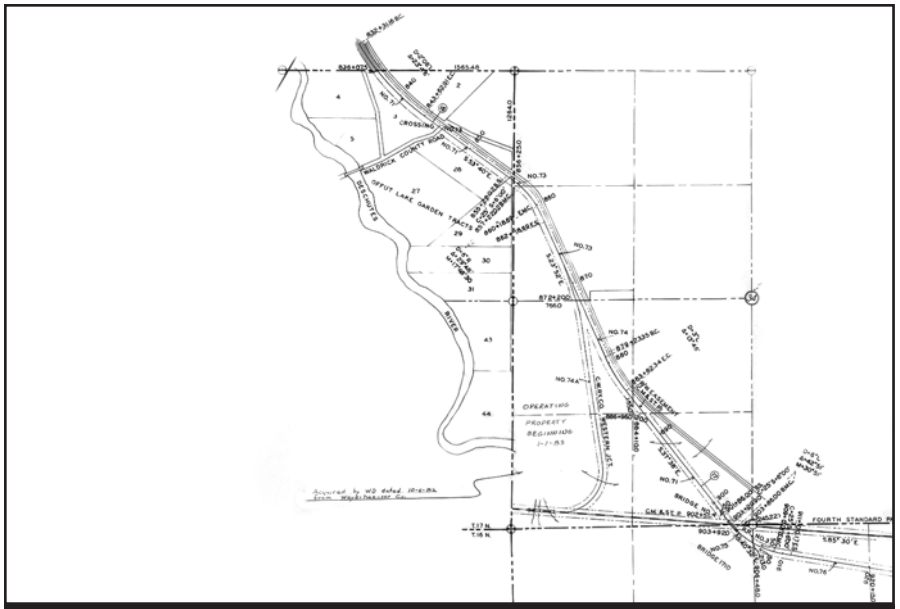


Figure 14-2 1943 Chehalis Western Railroad Track Map

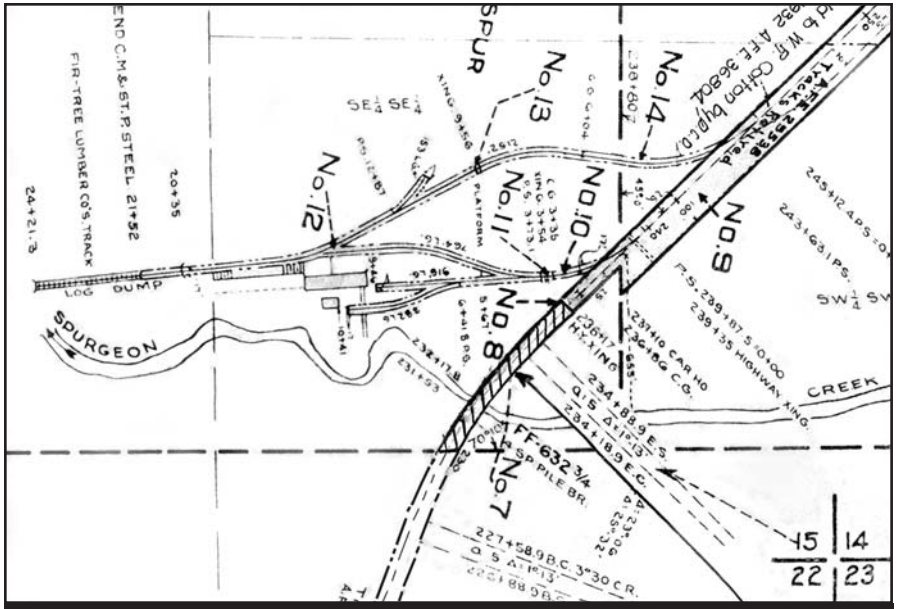


Figure 14-3 1918 Valuation Map of the Track at Fir Tree

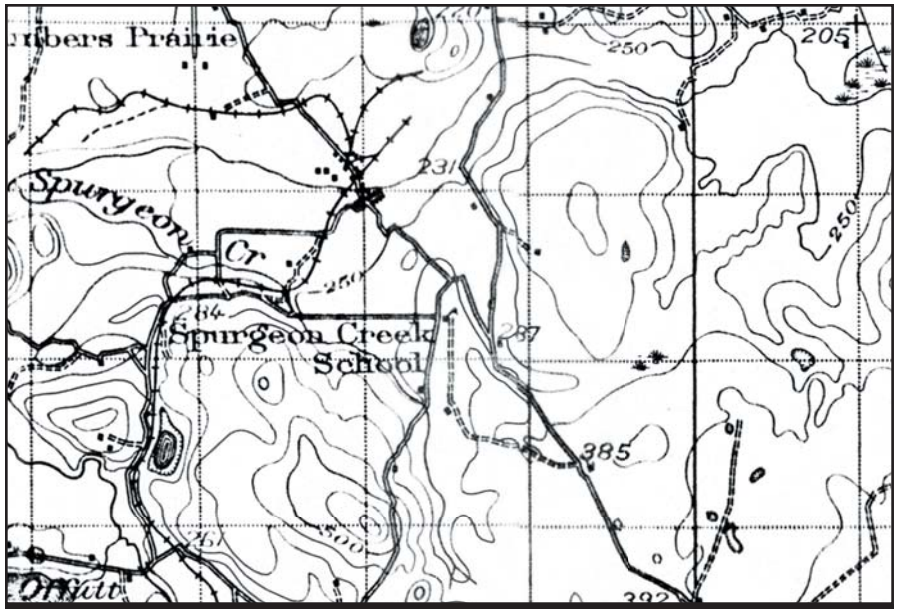


Figure 14-4 1916 U. S. Geological Survey Map

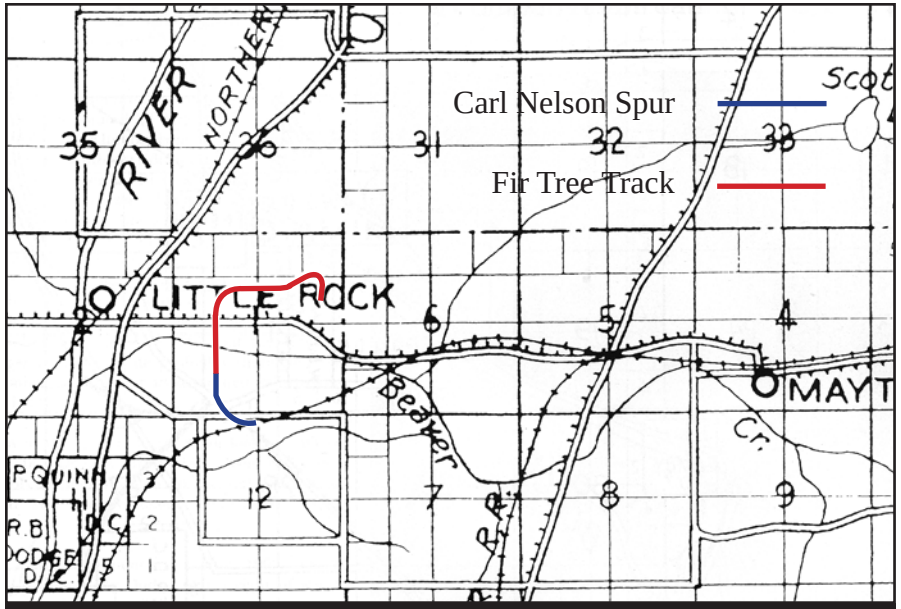


Figure 14-5 1914-1919 Map of the Carl Nelson Spur

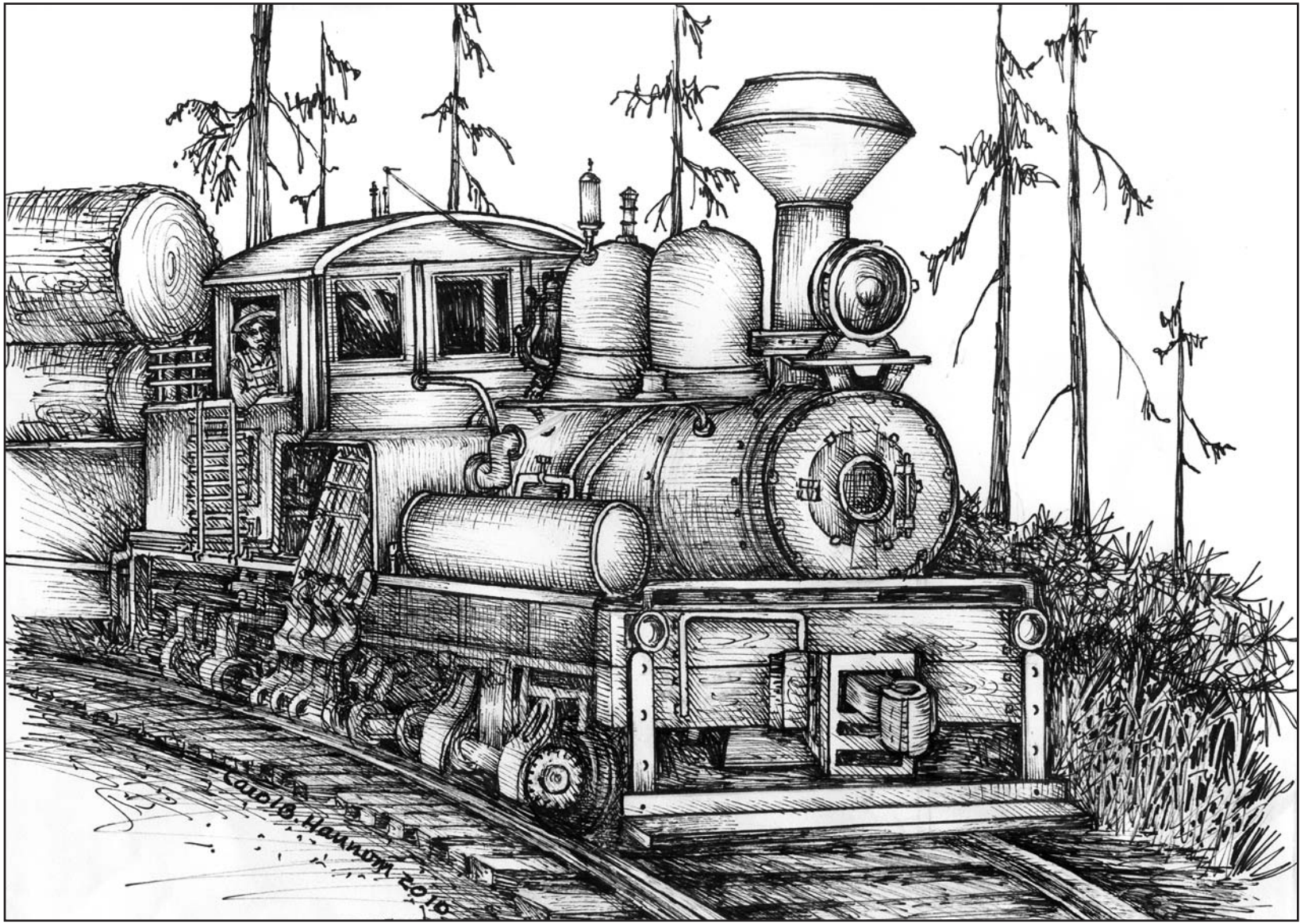
The years 1923 and 1924 were unkind to the Fir Tree Lumber Company. Its mill was completely destroyed by fire on 8 September 1923, but was rebuilt and resumed sawing lumber on 26 May 1924. However, on June 6 of the same year, Superintendant James F. Gregory died from an accidental discharge of his pistol, which reportedly occurred while the weapon was being cleaned.

A major reorganization occurred in December, 1925, when George B. Richardson sold his controlling interest in the lumber company to James E. Lewis, a Vice President of the First National Bank of Dekalb, Illinois. Lewis became the business' new President. Unfortunately, the company faltered and was in bankruptcy by the end of 1925. In January, 1926, James T. Gregory was appointed Receiver for the Fir Tree Lumber Company. The last year in which the company paid for a Washington business license was 1927. The June, 1927 issue of *The Timberman* reported that the remaining assets of the lumber company had been sold to A. W. Fairhurst of Tacoma for $18,500. The Gregory Mill Spur was retired 3 November 1928 through Milwaukee Railroad AFE # 25538.

Generally, the company's railroad used one geared and one rod locomotive at any particular time. The geared engine was useful for climbing the sometimes steep grades where logging occurred, while the rod locomotive operated primarily on the Gregory Mill Spur. The company made an application to the Washington Public Service Commission in May, 1916. It requested permission to run trains at night on the Gregory Mill Spur. Two locomotives of unspecified type were mentioned in the application.

A two-truck, Lima Shay geared engine was purchased 31 August 1924. It was initially built in 1909 (Construction # 2137) to run on track of 42 inch gauge. The M. T. O'Connell Lumber Company of Winlock, WA, was the original owner. Before coming to Fir Tree, the locomotive was converted to standard gauge. This engine was sold to the George Martin Logging Company of Rainier, WA, in August of 1926. It is the subject of the illustration on page 150.

An article by Max C. King, which first appeared in the December, 1952 issue of *Railroad Magazine* (reprinted in the Fall/Winter 2003 edition of *Tall Timbers Short Lines*) suggests that an early rod engine used at Fir Tree was the locally famous "Skookum." Built in 1885, this Baldwin locomotive began its Puget Sound career on the Puget Sound & Grays Harobor Railroad in Mason County. Subsequently, it was traded to another Mason County logging line, the Shelton Southwestern Railroad. Later Mark Draham brought the Skookum to Thurston County, where it was used during initial construction of the Thurston County Railway (the Mud Bay Logging Company's railroad). The Fir Tree Lumber Company acquired it about 1913.



Fir Tree Lumber Company, Lima Shay Locomotive

Fir Tree Lumber Company

Figure 14-6 2006 Aerial Photograph at Fir Tree

The route map at the beginning of this chapter differs significantly from the corresponding one which appeared in the First Edition of Gone But Not Forgotten, Abandoned Railroads of Thurston County, Washington. Since the First Edition came out, several additional Washington Utilities and Transportation Commission grade crossing applications were reviewed. These led to fruitful exploration on the ground, and account for the difference in mapping between the two editions.

The Fir Tree Lumber Company mill site is now within a wooded area, approximately 340 feet south of the residence at 9119 Rainier Road. Figure 14-6 was taken from a 2006 aerial photograph of this region. Some old grades, on the east side of Rainier Road, can still be identified in this photograph. Figures 14-7 through 14-17 also carry letter designations. These letters refer to the same indicators, which are found in the route map on page 146. Figure 14-7 (see map designation A) was obtained in 2001. It was made facing northeast from Rainier Road, along the grade that previously had been the northeast end of the Gregory Mill Spur. In 2001, many small trees had recently been planted there.

Figure 14-7 2001 View Northeast at Fir Tree (A)

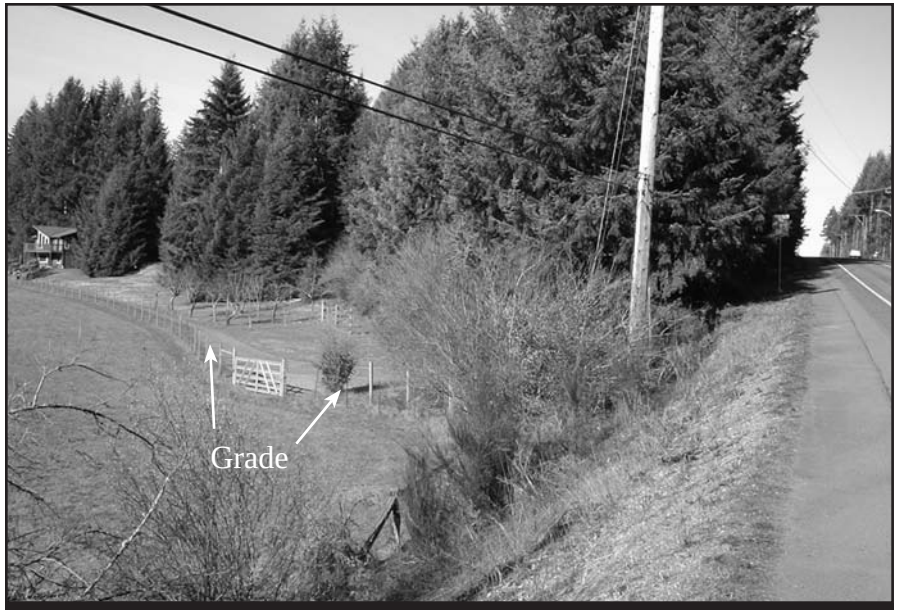


Figure 14-8 2010 View Northwest from Rainier Road (B)

The company's railroad logging near Fir Tree was carried out by building three major systems of track. The earliest led to timber north of the mill. Figure 14-8 (B on the map) was obtained in 2010. The view is toward the northwest, along Rainier Road, approximately 100 yards south of the junction with Fir Tree Road. The western two thirds of the driveway seen here was built over the main grade to the north. Farther west, along Fir Tree Road, Figure 14-9 (map letter C) looks east at the place where this same right-of-way approached what is now Fir Tree Road. West of this point, Fir Tree Road was built over the old railroad. The farthest north that this system of track reached was a point in Section 9, Township 17 North, Range 1 West. The company applied to the Washington Utilities and Transportation Commission in October, 1914, for a crossing over what is Rainier Road, in modern times. The map included in the application is reproduced in Figure 14-10 (map reference D).

The second system of track, used to harvest timber south of the mill, was built in 1915. It originated from the Gregory Mill Spur, in the northwest quarter of the southwest quarter of Section 22, Township 17 North, Range 1 West. An application for this right-of-way to cross a county road, at grade, was submitted to the Washington Utilities and Transportation Commission. The document declared that this track would be used for four years. Figure 14-11 (map letter E) is a recent Lidar Hillshade (ground contour) aerial image of the region where this track originated.

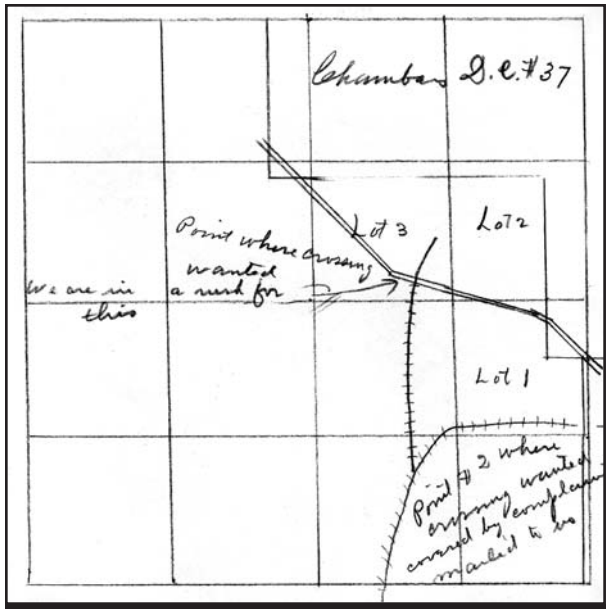


Figure 14-10 1914 Map of Sec. 9 (D)

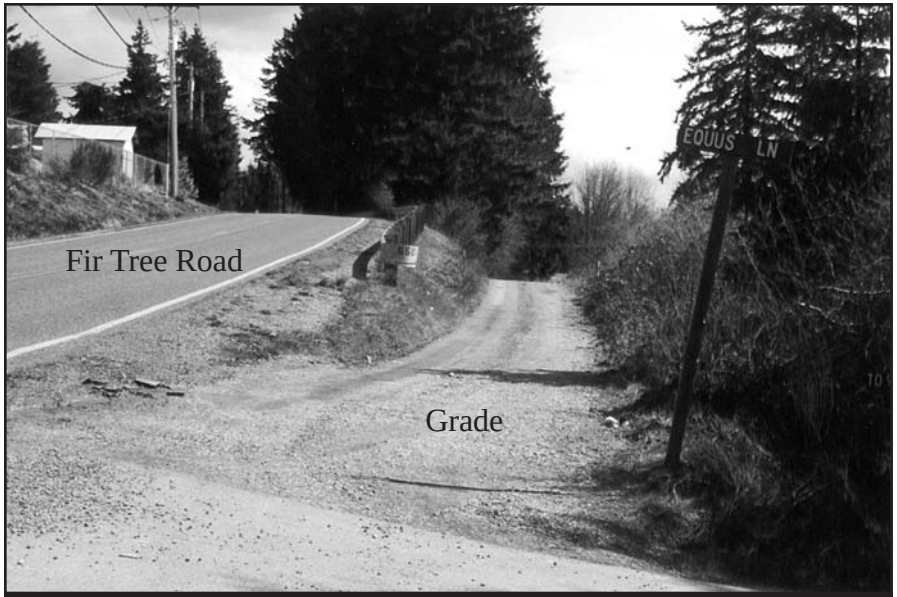


Figure 14-9 2001 View East along Fir Tree Road (C)

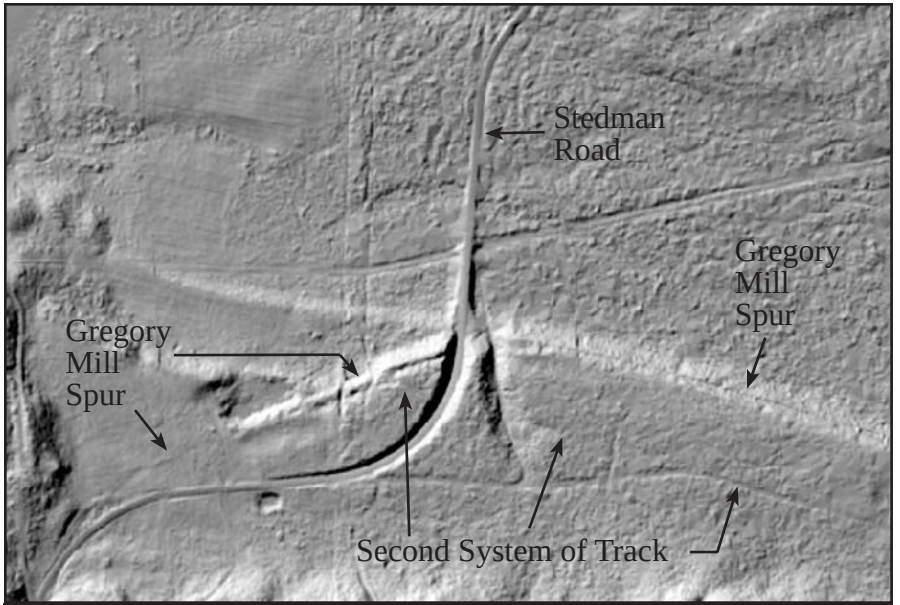


Figure 14-11 2002 Lidar Hillshade Aerial Image (E)

Figure 14-12 2010 View W along Gregory Mill Spur (F)

Stedman Road can be used for orientation. The county road mentioned in the application is no longer maintained by Thurston County.

The third system of track accessed timber east and southeast of Fir Tree. It also originated from the Gregory Mill Spur, where construction began in 1916. Eventually it reached as far as Section 35 of Township 17 North, Range 1 West. The area immediately east of the origin of the third system of track was captured in Figure 14-12 (map reference F). This photograph looks west. The origin of the track, leading to the third system, comes toward the camera and was being used as a horse trail. On the immediate right, the Gregory Mill Spur was overgrown with ferns. Moving northeast, along the third system right-of-way, Figure 14-13 (map designation G) was obtained from the path of a pipeline that the grade crosses in that area. The view is southeast, toward a remnant of the railroad, halfway up the hill. Continuing along this same line, Figure 14-14 (see letter H) was obtained immediately northeast of a previous location for Rainier Road. This is a view northeast, with the current Rainier Road visible in the distance.

East of Rainier Road, Figure 14-15 (map designation I) looks southwest as the third system right-of-way climbs along the side of a bluff. Just before the grade crosses Spurgeon Creek Road, Figure 14-16 (map letter J) presents the view northwest. The

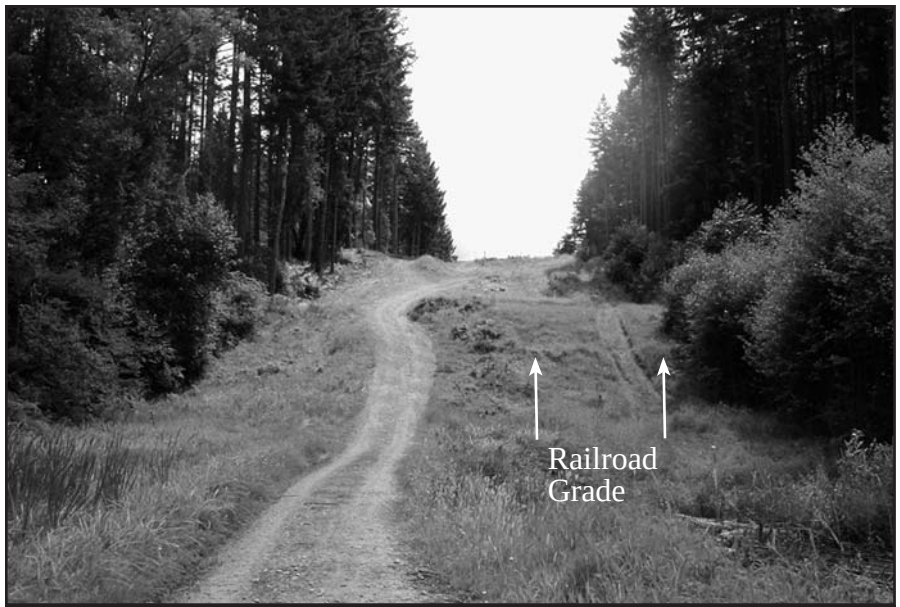


Figure 14-13 2011 View SE along Pipeline R of W (G)

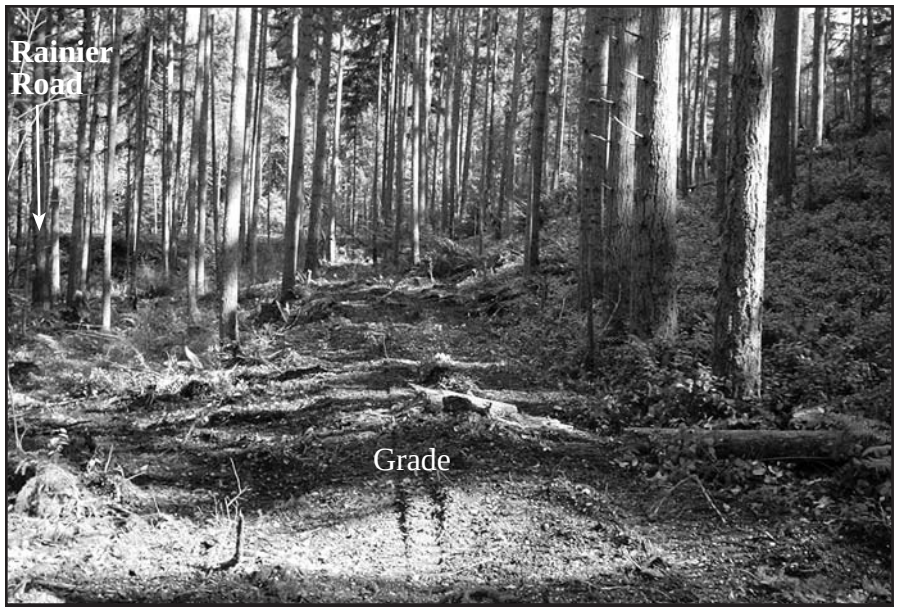


Figure 14-14 2010 View East toward Rainier Road (H)

Figure 14-15 2010 View SW toward Rainier Road (I)

Figure 14-17 2010 View SE at Spurgeon Creek Road (K)

Figure 14-16 2010 View NW toward 8102 93rd Trail (J)

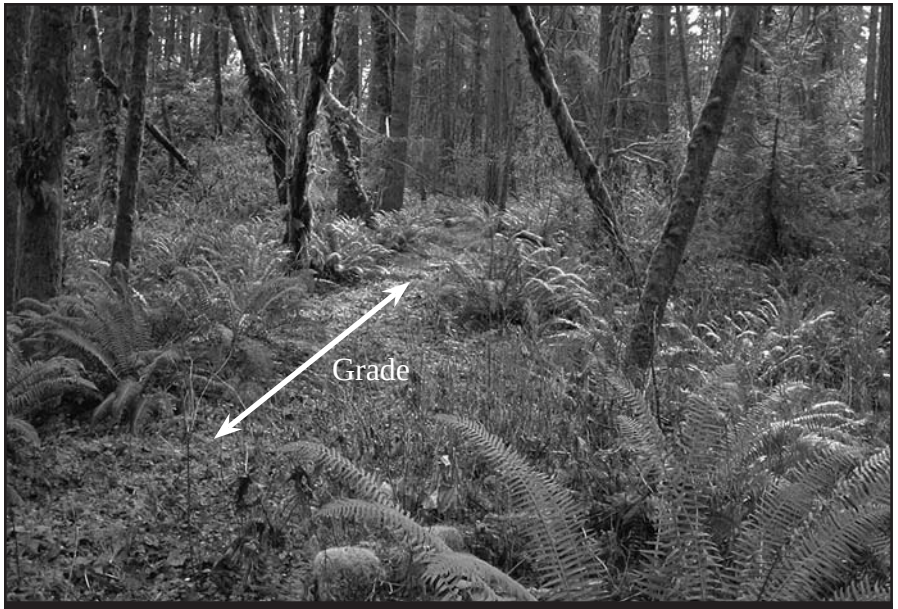


Figure 14-18 2010 View S near Spurgeon Creek Rd. (L)

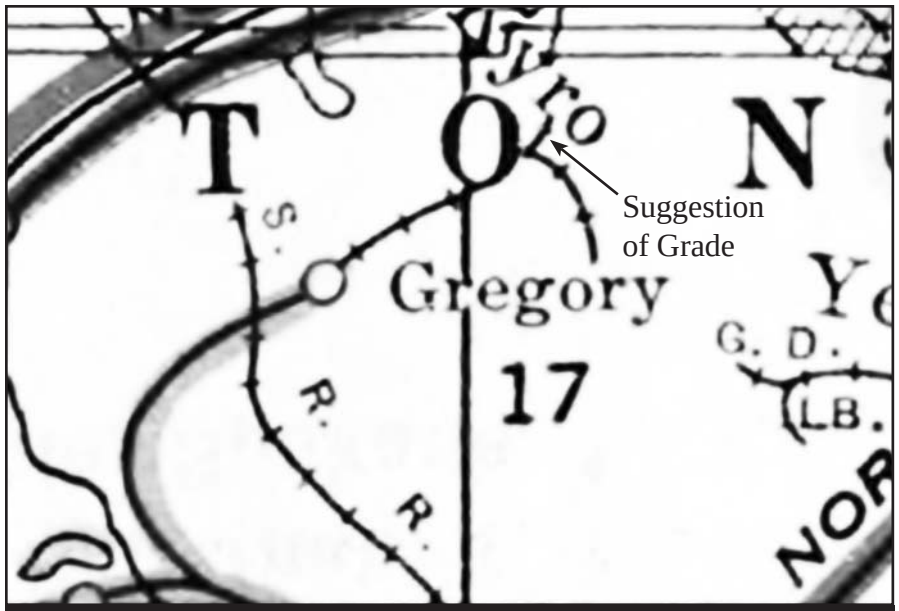


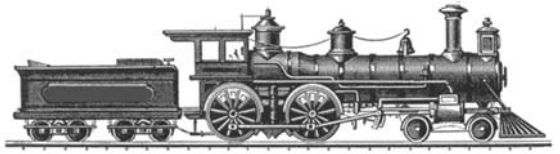
Figure 14-19 1928 Washington RR Commission Map

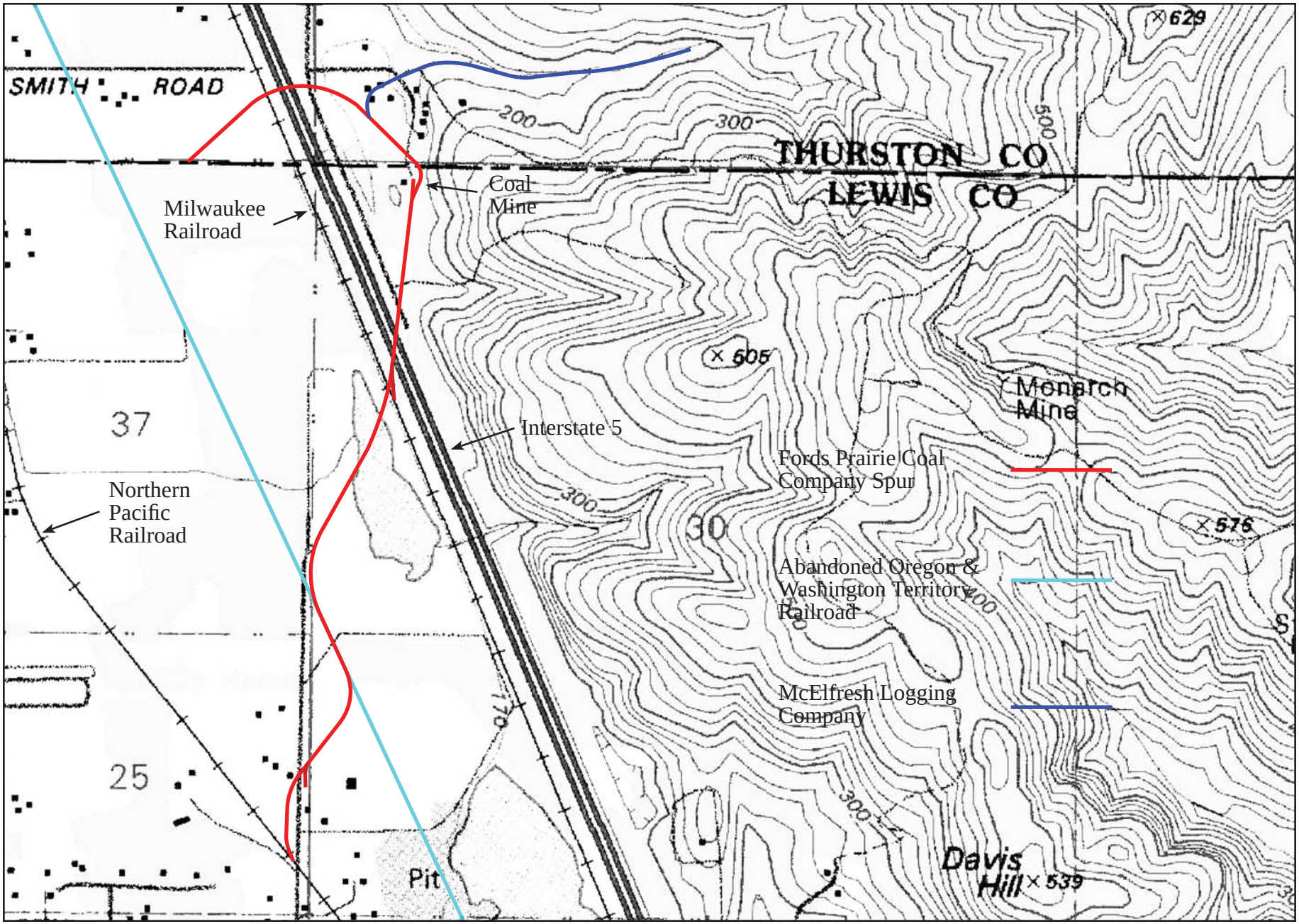
Figure 14-20 1915 Fir Tree Lumber Company Logo

residence at 8102 93rd Trail is visible in the distance. Obtained at the same place, Figure 14-17 (map designation K) looks southwest along the grade, with Spurgeon Creek Road visible in the distance. Continuing southwest, the right-of-way then turns south. Much of it is now a logging road within Fort Lewis. Figure 14-18 (see letter L) was made looking south at a place where the railroad grade ascends by means of a fill. Approximately one hundred yards south of that position, the line crosses again to the west side of Spurgeon Creek Road.

The map at the beginning of this chapter designates a grade, using a dashed line, in the northeast part of the image. This is meant to indicate some uncertainty as to whether this track actually existed. The company bought timber at the east end of this suggested grade in 1925. However, no application for a crossing here, over what is now Spurgeon Creek Road, could be located in the records of the Washington Utilities and Transportation Commission. On the other hand, the presence of this right-of-way is supported by a portion of the 1928 Washington Railroad Commission Map, which is reproduced in Figure 14-19.

Figure 14-20 displays the logo of the company on a 1915 letterhead. The business was running smoothly at the time. Later, the demise of the Fir Tree Lumber Company, and its railroad, related to several factors. The cost of rebuilding after the fire of 1923 must have been a huge drain on company resources. But the most likely reason the business closed was that there was no longer a ready supply of nearby timber. Throughout its history, the company had been obtaining a portion of its saw logs from remote locations, such as the Carl Nelson Spur. The McElfresh Logging Company (see Chapter 40) sent logs to the mill in 1916, before constructing its own sawmill. When all available sources dried up, the Fir Tree Lumber Company was forced to close.





Fords Prairie Coal Company and Associated Railroads

15
Fords Prairie Coal Company

Although the mine operated by the Ford's Prairie Coal Company was just outside of the southern border of Thurston County, a short segment of logging line connected with the coal company's track, and entered Thurston County. When the coal mining business began, it was known as Foron Brothers. The Northern Pacific Railroad authorized a spur for the enterprise on 26 July 1903. The point of origin for this connection became "Foran," a station on the Centralia-Gate line of the Northern Pacific. Figure 15-1 is part of a map prepared in 1935 when the Lewis County Road Commission straightened and rebuilt Foron Road. Figure 15-2 comes from the 1916 U. S. Geological Survey Map of the Chehalis Quadrangle. On that map, the Foron surname was also spelled "Foran."

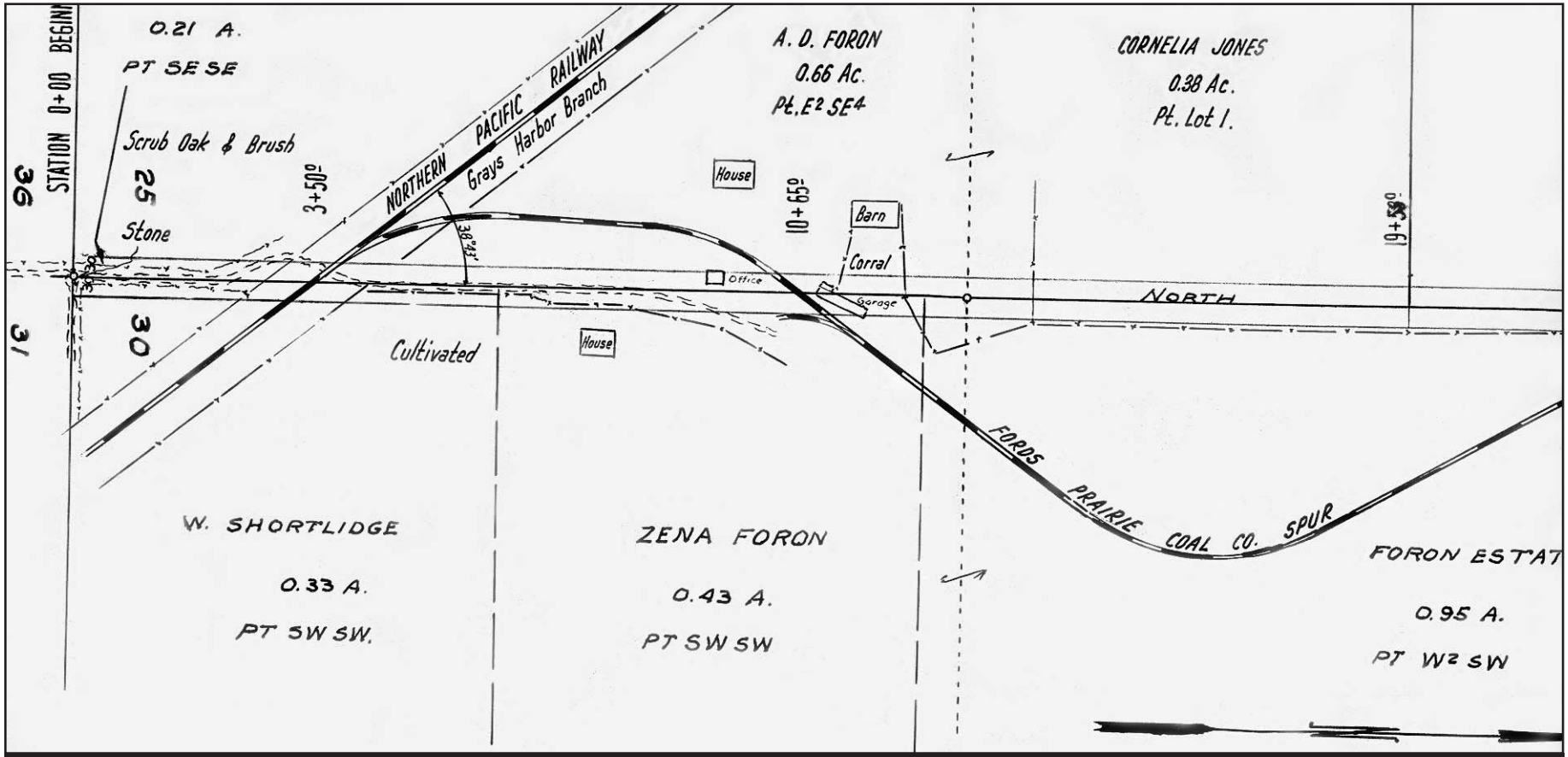


Figure 15-1 1935 Map Showing the Origin of the Fords Prairie Coal Company Spur

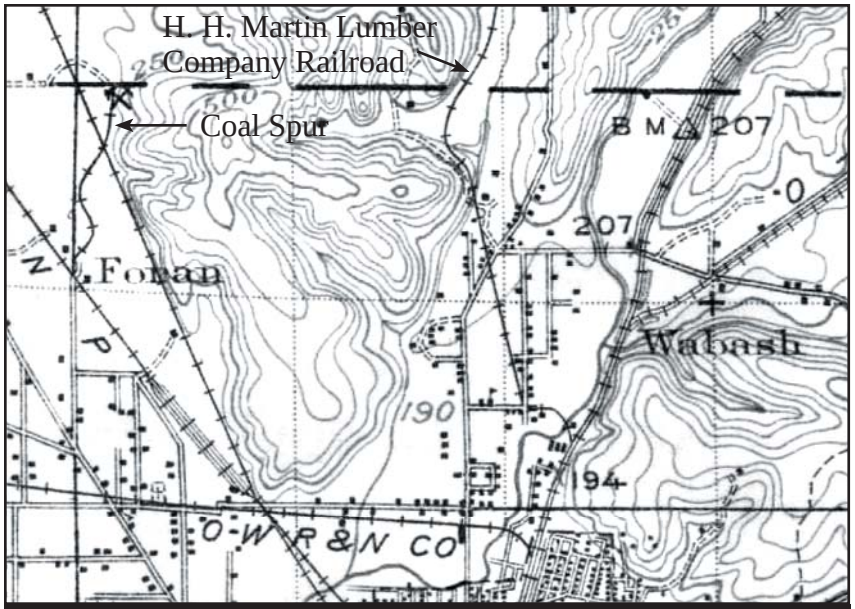


Figure 15-2 1916 U. S. Geological Survey Map

Eventually, Henry, John, and A. D. Foron incorporated the Fords Prairie Coal Company on 1 June 1910. In 1929, they shipped 21,908 tons of coal by rail. The total dropped to 17,664 tons in 1930. The business last paid state taxes in 1935. In addition to coal, it is likely that loaded log cars were moved over the company's railroad. A letter preserved in the Weyerhaeuser Archive, dated 27 May 1916, indicates that McElfresh & Churchill of Centralia, operating as the McElfresh Logging Company, were cutting timber and building a logging railroad on Weyerhaeuser land situated in the east half of the southwest quarter of Section 19, Township 15 North, Range 2 West. That property was immediately northeast of the coal mine. A connection through the Foron property insured a convenient link with both the Milwaukee Railroad and the Northern Pacific. Figures 15-3A and 15-3B are taken from a 1936 aerial photograph of the region near the mine. The origin of the McElfresh Logging Company right-of-way is indicated in Figure 15-3B.

In May of 1914, the Milwaukee Railroad was in the process of constructing its line from Maytown, south to Centralia, and beyond. This meant that it had to cross the track of the pre-existing Northern Pacific spur to the Fords Prairie Coal Company mine. In fact, the Milwaukee Road already owned that point of crossing, having acquired it with the purchase of some of the former Portland & Puget Sound Railroad right-of-way. Thus, when the Milwaukee applied to the Washington Utilities and Transportation Commission for permission to build the crossing, there was no

Figure 15-3A 1936 Aerial Photograph near Coal Mine

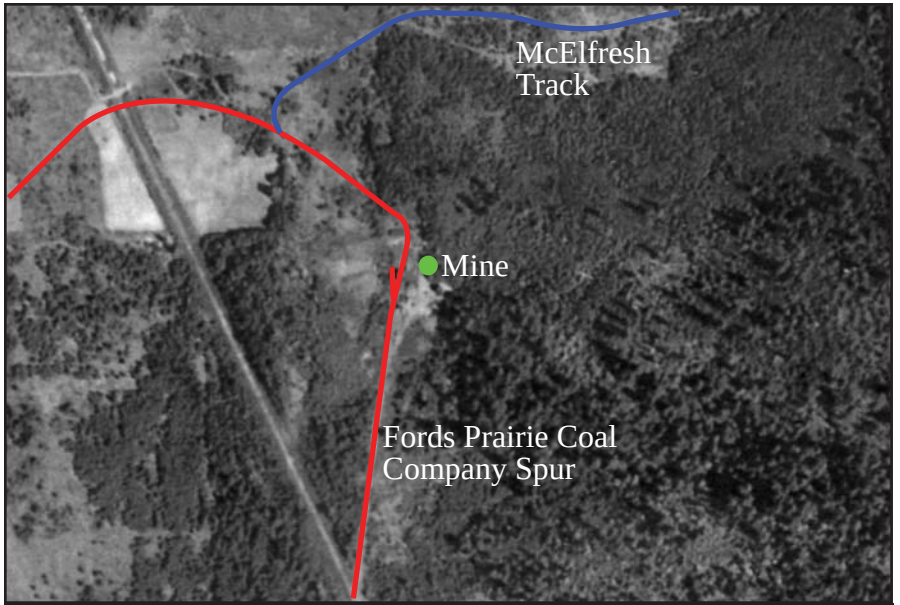


Figure 15-3B 1936 Location of Mine and RR Grades

doubt that it would be granted. Figure 15-4 is part of a map that accompanied that application. It should be noted, in addition, that part of the coal company's spur was built over a short segment of the long abandoned Oregon & Washington Territory Railroad grade.

Figure 15-5 is part of a 1921 Department of Natural Resources Coal Mine Map. At that time, the coal company spur not only crossed the Milwaukee Road, but also connected to it. Details at the site of the mine are visible in Figure 15-6, which enlarges part of Figure 15-5.

Figure 3-3 on page 36 is part of a 1973 road map which shows many of the features in this area. Much of the coal company's spur was in use, then, as a county road. In a similar fashion, one portion of the old Oregon & Washington Territory Railroad grade carried out the same function. The Weyerhaeuser land that had been logged by the McElfresh Logging Company was owned by F. S. Yun. Figure 15-7 comes from the same 1936 aerial photograph represented by Figure 15-3A. It covers approximately the same area displayed in Figure 3-3. Foron Road and the right-of-way to the coal mine are readily visible.

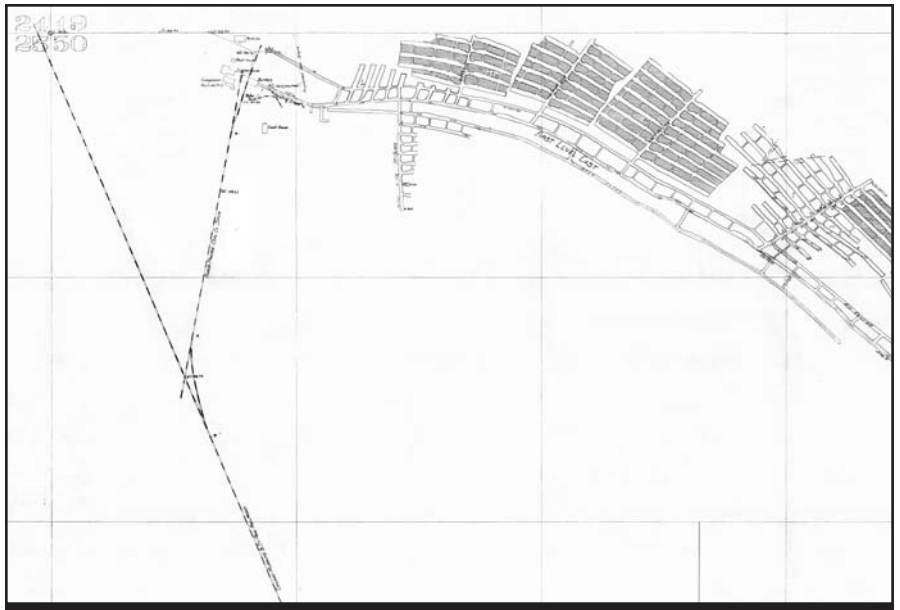


Figure 15-5 1921 Map of Fords Prairie Coal Co. Mine

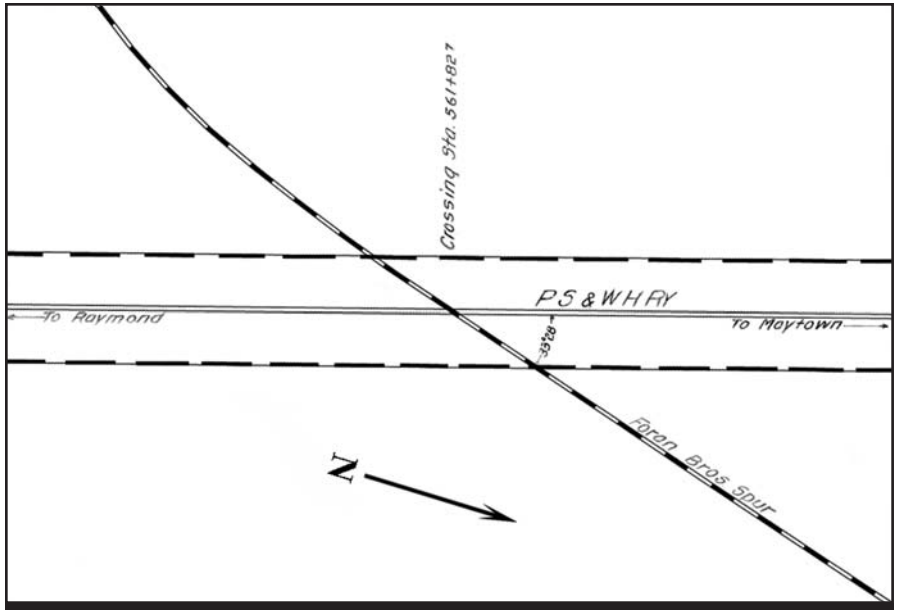


Figure 15-4 1914 Milwaukee Road (P S & W H Ry) Map

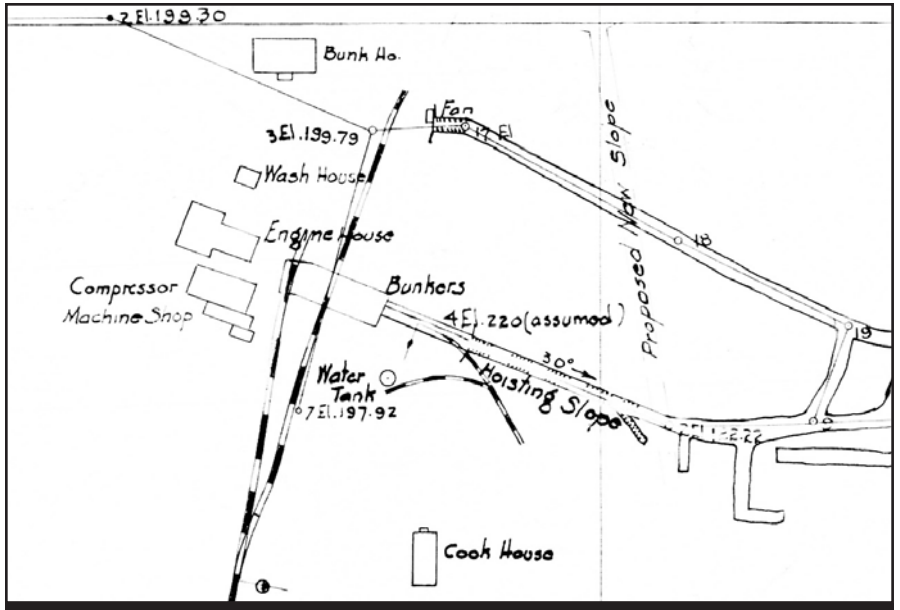


Figure 15-6 1921 Enlargement of Figure 15-5

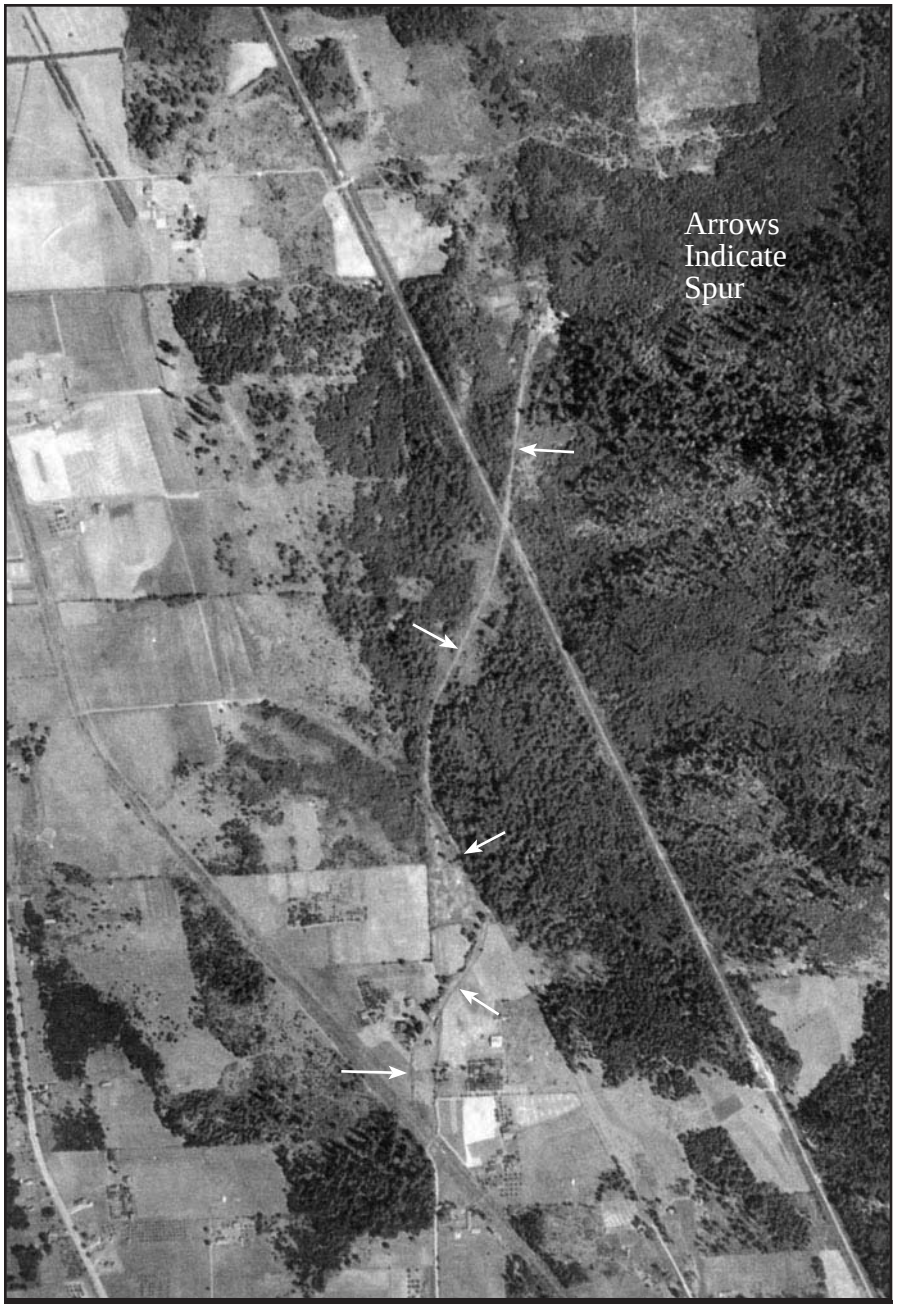


Figure 15-7 1936 Aerial Photograph of Spur to Mine

At the site of the former mine, an opening into one of the shafts can still be found. It was quite overgrown with vegetation in 2010. The shaft location is marked by a green dot in Figure 15-3B. Several features are notable in the area immediately west of the opening. Two mounds of mine tailings dominate the scene. Figure 15-8 is a 2010 view northwest, showing the path between these two mounds. A couple of elongated areas of fill are also present nearby. One parallels the northern border of Lewis County, west of the mine entrance.

The Fords Prairie Coal Company mine was relatively small. It is a good illustration of what was once a thriving industry in this part of southwestern Washington.

Figure 15-8 2010 View West between Mine Tailings

16
Gate City Lumber Company

Gate, Washington, a village in southwest Thurston County, was originally called "Gate City." Its founders believed that it would flourish as a gateway to Washington's coastal region. Two branches of the Northern Pacific Railroad converged there, becoming a single track which continued west to Grays Harbor. The Gate City Lumber Company was incorporated there on 28 August 1899. The original owners were William Duby, H. J. Miller and Jerry G. Startup. Late in 1902, Duby sold his share of the corporation to Miller and Startup, who were also co-partners and owners of the H. J. Miller Lumber Company of Chehalis, Washington.

Though William Duby was no longer part of the business, the company's mill continued to be known as "the Duby Mill". It was located southeast of Gate, between the Black River and the Centralia-Gate branch of the Northern Pacific Railroad. Logs were stockpiled in a pond created at a bend in the Black River, and a connection to the Northern Pacific provided for economical shipment of lumber produced at the facility. Figure 16-1 is a Northern Pacific Valuation Map which shows where the Duby Mill Spur was (see letters *"C" & "E"*) until 1914. Figure 16-2 is an aerial photograph taken in 1936, twenty-two years after this 659 foot spur was reported removed (Northern Pacific Railroad Completion Report # 2788-14).

From 1899, until the business closed in 1914, most of the logs sawed by the business were floated to the mill using the Black River. One additional source of raw material came from timberland north of the Robert Bruce Dodge property, on the east side of Gate. By 1903, the Gate City Lumber Company had acquired all (except the southwest quarter) of Section 24, Township 16 North, Range 4 West. Dodge, who owned a continuous stretch of land between Section 24 and the Duby Mill, sold a right-of-way thirty feet wide to the lumber company in May of that same year. The recorded transaction noted that the right-of-way began at the Gate City Lumber Company's logging camp, in the north half of Section 24, and terminated at the company's log pond. In a 1979 interview with Judith Upton, Glenn Dodge, son of R. B. Dodge, mentioned that logs were moved from the Dodge property to the Duby Mill by means of a "tram road." Power was provided by a steam donkey, and a long chain was used in the process. Figure 16-2 points out persisting features which probably represent the course of the "tram road," still visible in 1936.

A few years later, probably about 1907, the Washington-Ohio Lumber Company also began logging in Section 24. Its operation included a spur from the Olympia-Gate branch of the Northern Pacific Railroad, located on the Dodge property. The Washington-Ohio Lumber Company used an incline to bring logs down the steep hill on the south side of Section 24. The forerunner of this incline may have been built previously by the Gate City Lumber Company.

Two segments of logging railroad supplemented the mill's source of saw logs. Both were located upstream, and were used to bring logs to the Black River. The river then delivered the timber to the company's millpond. The first segment of railroad was needed to remove timber from the southwest quarter of the southwest quarter of Section 36, Township 16 North, Range 4 West. The company had purchased that property in 1903. In September, 1910, the Gate City Lumber Company applied to the Washington State Railroad Commission for permission to cross what is now 183rd Avenue, approximately 1,420 feet east of what is currently Moon Road. The northern end of this right-of-way crossed School Land Road, immediately east of the residence at 11841 School Land Road. Figure 16-3 is a photograph taken looking south at that address, where a slightly elevated grade can still be seen. On the north side of the road, the right-of-way terminated at a log dump on the Black River.

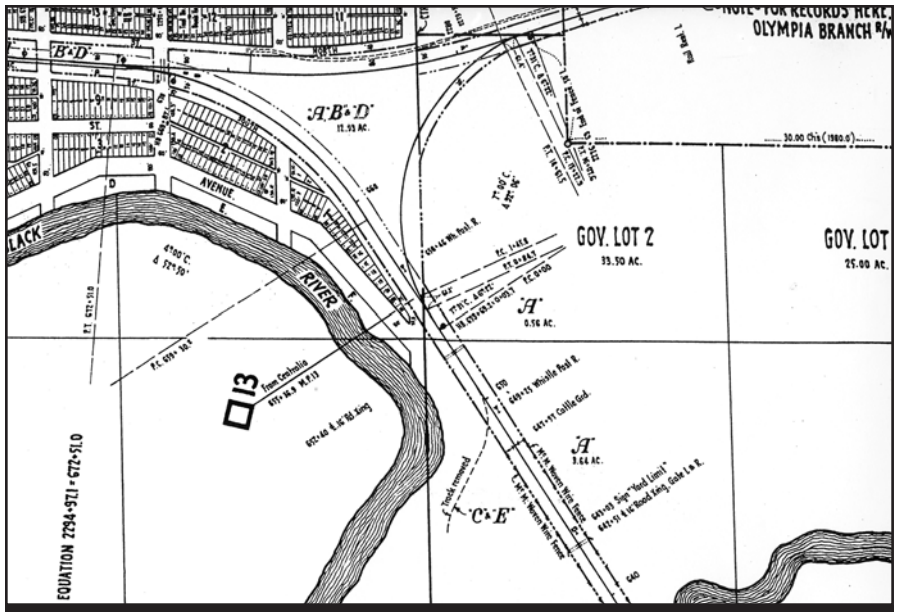
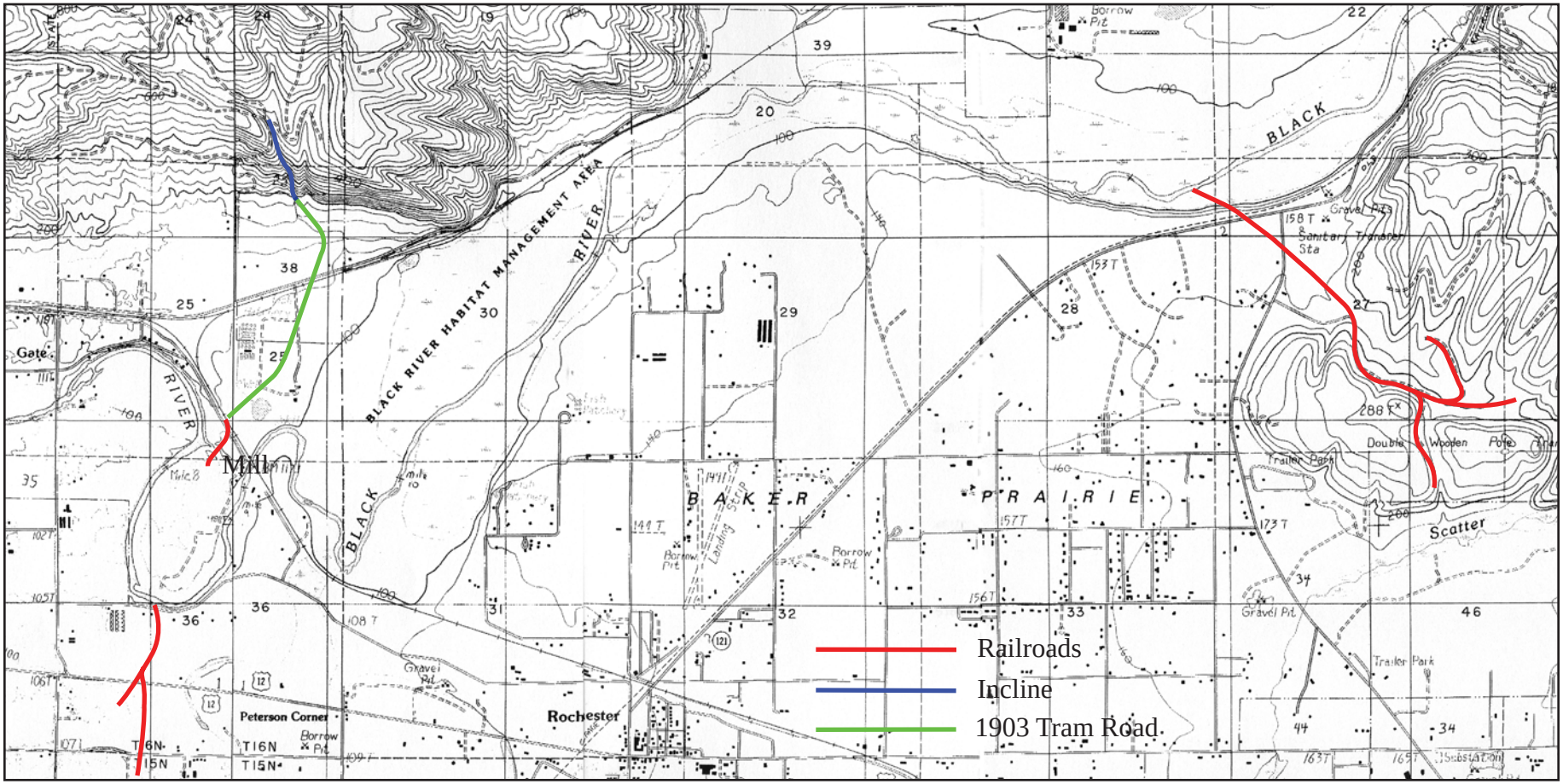


Figure 16-1 Northern Pacific RR Valuation Map for Gate



Gate City Lumber Company Incline, Tram Road, and Railroads

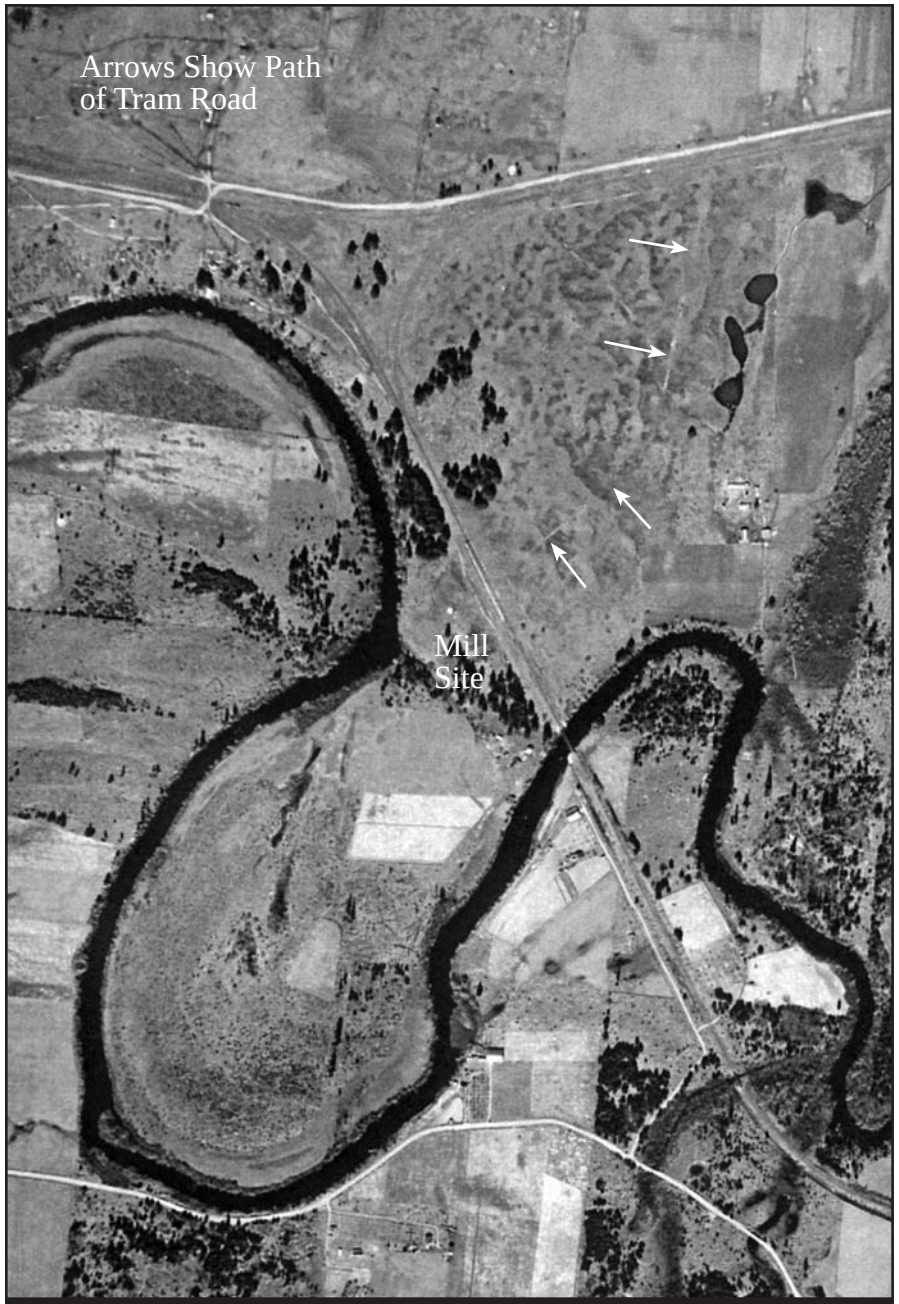


Figure 16-2 1936 Aerial View near Gate

Figure 16-3 2010 View S at 11841 School Land Road

The second segment of railroad was constructed in 1911 and was significantly longer than the first. It was located approximately four miles east of the mill and also ended at a dump on the Black River. The dump was situated in the northeast quarter of the northeast quarter of Section 28, Township 16 North, 3 West. From that point, logs were floated downstream to the mill. A second application to the Washington State Railroad Commission was made in March of 1911. A map included with the application is presented in Figure 16-4. This time, the railroad wished to make a crossing over the Milwaukee Railroad. Comprehending Figure 16-4 is made easier by noting that when the intersection was requested, Littlerock Road did not yet exist in the area covered by this map. This branch of the railroad was used primarily to harvest timber on property owned by E. N. Sargent.

The Gate City Lumber Company was in serious financial trouble at the beginning of 1914. In January it defaulted on a mortgage held by the Montesano State Bank. The Northern Pacific Railroad removed its spur to the mill later that year, which suggests that the lumber company had no prospect of reopening. Thus ended the short history of a small western Washington logging company.

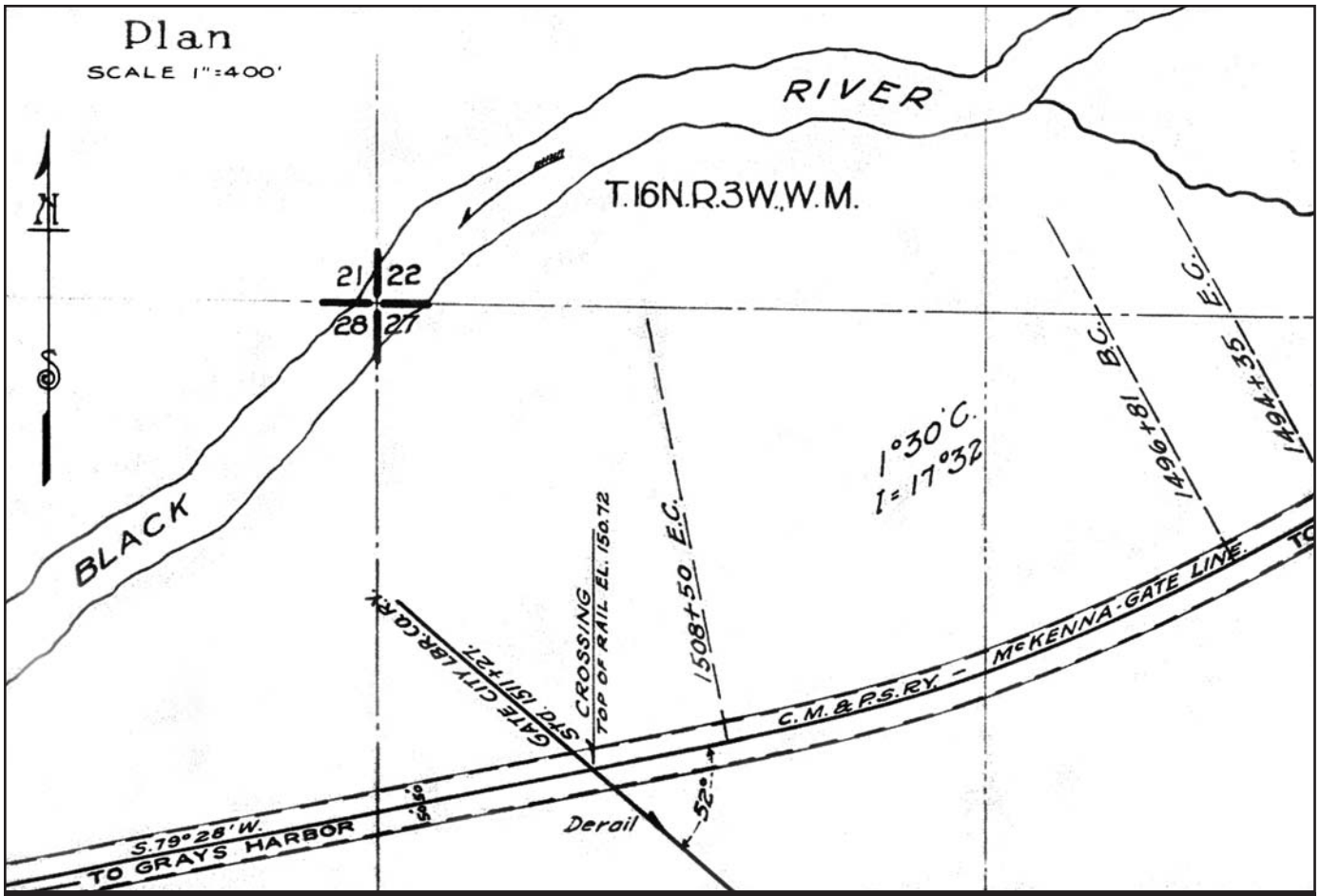


Figure 16-4 1911 Map of Milwaukee Railroad Grade Crossing

17

Gruber-Docherty Lumber Company

The Gruber-Docherty Lumber Company operated two geographically separate sawmills in Thurston County. The first was located approximately one mile southwest of Rainier. This mill was originally built in 1913 by the Lea Lumber Company of Tumwater. Gruber and Docherty acquired it about 1917 and were the owners until it burned. The August, 1924 edition of *The Timberman* noted that "Fire, July 16, destroyed the mill of Gruber & Docherty Lumber Company at Rainier, Washington. . . . Another plant may be built at Yelm."

Yelm was indeed the site of the second Gruber-Docherty mill. However the partners did not construct a new facility. They purchased the existing Harstad Lumber Company saw mill in 1925. Within a few years after the fire at the Rainier site, the Gruber-Docherty Lumber Company was operating solely at Yelm. There the second sawmill survived fires in 1931 and 1936, but finally closed in 1937.

Martin J. Gruber and Benjamin J. Docherty had a couple of things in common. Both moved to Washington from Wisconsin, and Docherty married Amalia Gruber, Martin's sister. Within the lumber company, Gruber handled finance and accounting while Docherty oversaw the day to day workings of the mill and railroad. Elizabeth Gruber Sholand of Tumwater, and Leonard Docherty of Roy, are descendants of the company's founders. They provided many historical details of this company and its logging railroad.

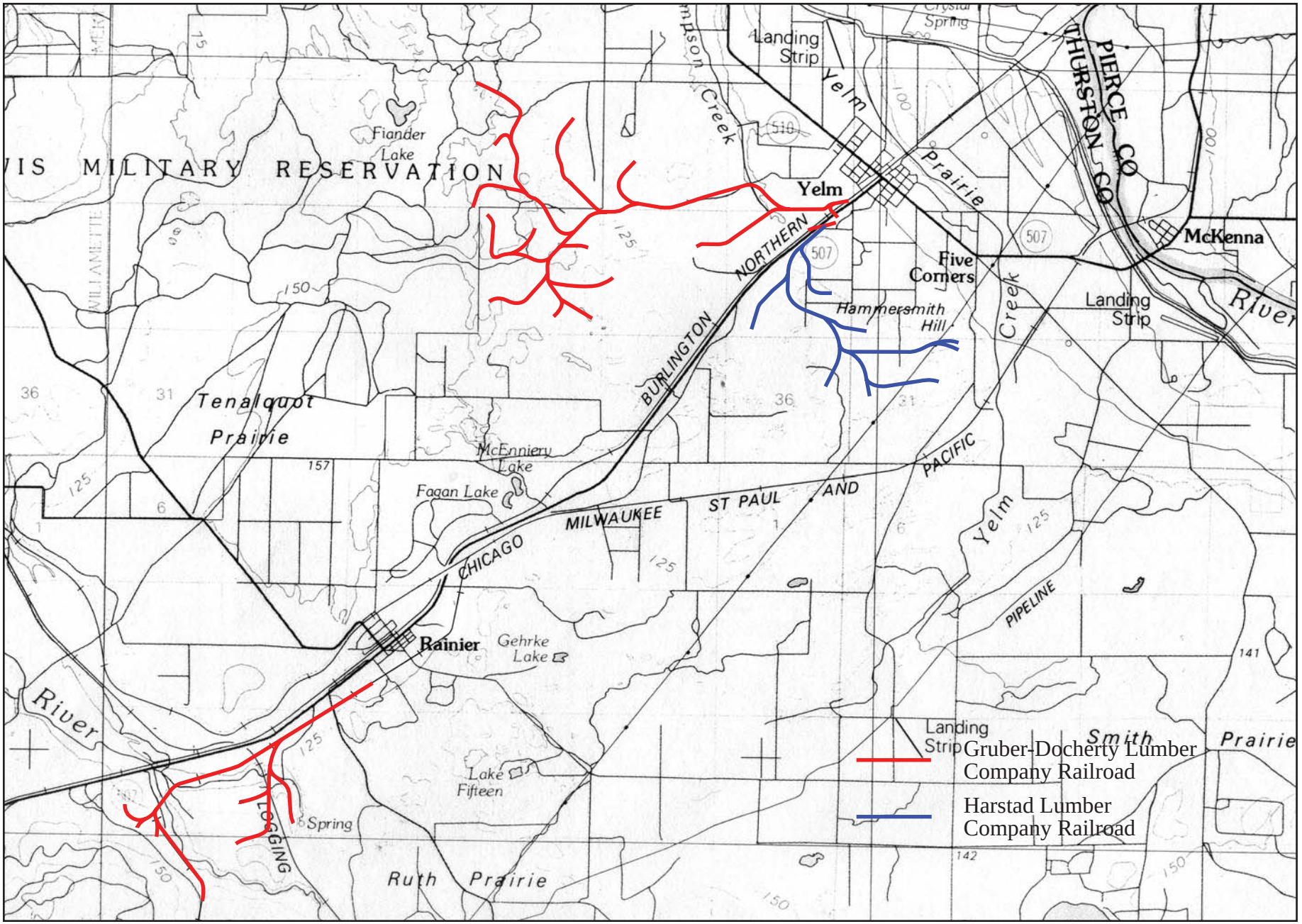
The mill near Rainier was located south of Highway 507, along the south side of the Johnson Creek Spur of the Milwaukee Railroad. The site was immediately east of the place where, after 1926, the Skookumchuck Railroad (later named the Chehalis Western) was constructed. The mill itself was situated in the southeast quarter of the northwest quarter of Section 17, Township 16 North, Range 1 East. Figure 17-1 is part of a Milwaukee Railroad Valuation Map of this area. The village of Rainier is noted near the top of the figure, to the right of center. Part of the Milwaukee's Johnson Creek Spur is diagrammed separately, in the right lower quadrant. That latter part is a continuation of track that reaches the left lower quadrant of the main map, at "Match Line 147 + 35.5." Sometime after this map was first produced (30 June 1918) a diagram of the Gruber-Docherty lift bridge, spanning the Deschutes River, was added. Figure 17-2 enlarges the part of the map that displays the bridge.

The 1921 edition of *The Timberman Guide* (prepared with data collected in 1920) recorded that the Gruber-Docherty Lumber Company operated two miles of railroad. That track was associated with the Rainier mill. The entry also mentioned that the company used a Shay engine built in 1904 by the Lima Locomotive Works (Construction # 942). It was listed as # 1 on the Gruber-Docherty roster. This engine, originally built for the Salzer Valley Lumber Company, was bought second hand. It was moved to Yelm sometime after the fire at the Rainier mill. Records at the service department of the Lima Locomotive Works suggest that Engine # 1 was abandoned, and probably scrapped, in 1931. Figure 17-3 was provided by Leonard Docherty. Taken at Yelm, the photograph shows Benjamin J. Docherty in the cab of Engine # 1. Another view of the same locomotive is provided by the illustration on page172.

Sometime after 1926, the Gruber-Docherty Lumber Company received a newer, Heisler engine from the Emery & Nelson Lumber Company of Napavine, Washington. Figure 17-4 is a photograph of that engine. It was taken at Yelm on 15 November 1936 and is provided courtesy of Peter J. Replinger. Martin Gruber's brother-in-law was the Nelson of the Emery & Nelson Lumber Company.

Figure 17-5 displays the Gruber-Docherty timberland known to have been harvested near Rainier. Probable grades are indicated. Harvesting logs in Section 20, Township 16 North, Range 1 East, must have been a challenge. A 19 January 1923 letter from Gruber to the Weyerhaeuser Timber Company, preserved at the Weyerhaeuser Archive, indicates that the logging company had finished working in the northwest quarter of this section in August, 1922. Gruber and Docherty purchased the timber on the southwest quarter of the same section from the Mentzer Brothers in June of 1923. Although some of Section 20 was probably logged by track that came directly south from the mill, another right-of-way leading to this section was available after 1922. It will be reviewed in the following paragraph.

When a 25 June 1917 map (not included here) was made by F. A. Weir, Thurston County Engineer, a sizable portion of the Johnson Creek Spur of the Milwaukee Railroad, on the east side of the Deschutes River, had been abandoned. Notation visible on the map reproduced in Figure 17-1 suggests that this track was retired (by the Milwaukee Railroad) in 1916 under Milwaukee AFE # 16-105. A direct continuation of the removed rails, west of the river, had been owned previously by the Johnson Creek Lumber Company, and was also abandoned at the time. On the west side of the river, ownership of the grade had reverted to the surrounding landowner, Cecil Pierce. In 1922 Pierce sold timber rights to his land east and west of the river, along the abandoned rights-of-way, to the Gruber-Docherty Lumber



Route Map of the Gruber-Docherty Lumber Company Railroad and the Harstad Lumber Company Railroad

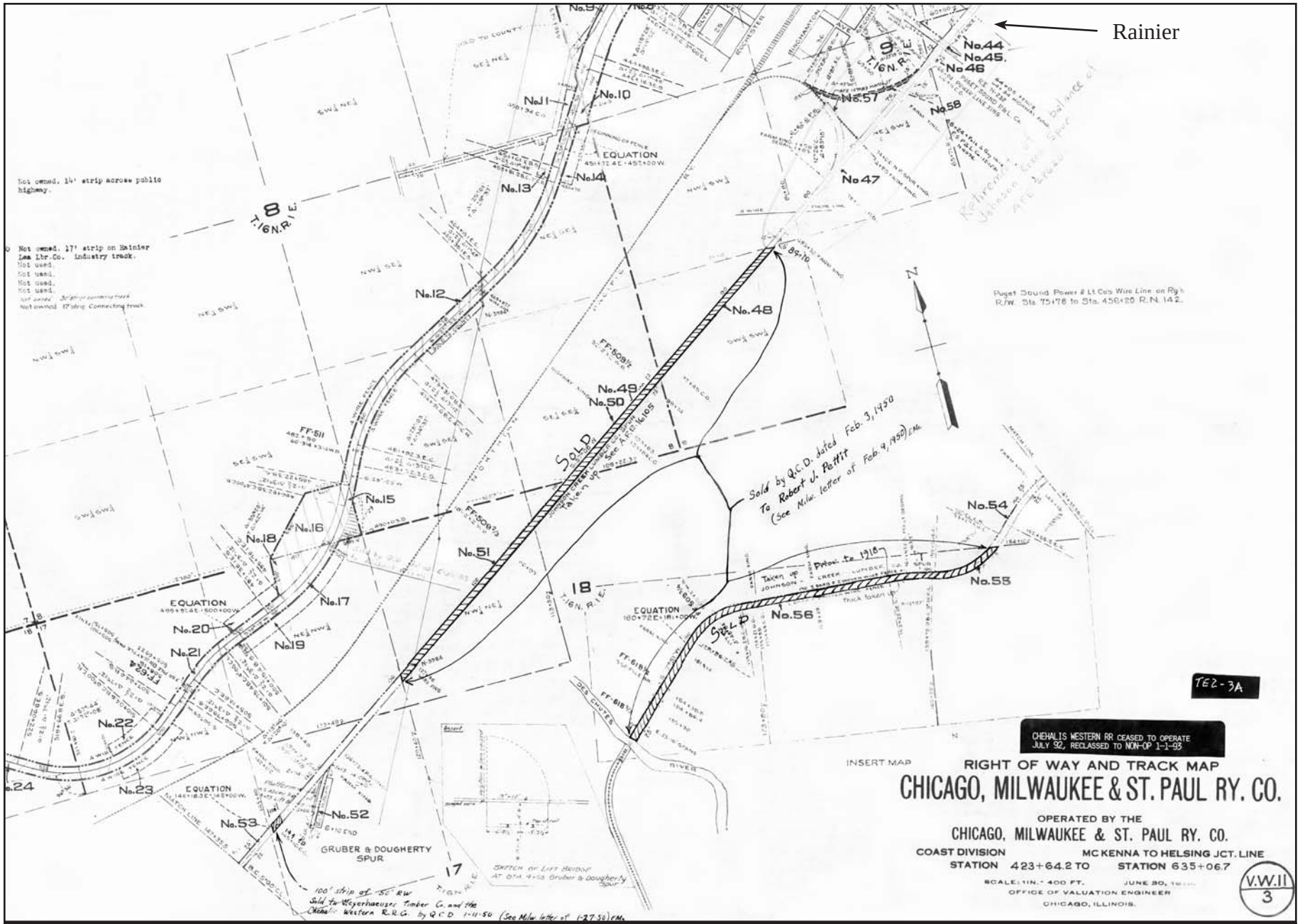


Figure 17-1 1918 Milwaukee Railroad Valuation Map of the Johnson Creek Spur

Company. It seems probable that track was re-laid on both sides of the river by Gruber and Docherty in order to access timber on the Pierce property. East of the mill, Gruber-Docherty rail operation extended northeast, through the southwest quarter of the southwest quarter of Section 9. At that point, the track joined the residual portion of the Milwaukee's Johnson Creek Spur. This explains the designation of that track (see Figures 17-1 and 17-2) as the "Gruber & Docherty Spur." Use of this right-of-way would have also facilitated logging on Section 20.

After the fire at its first mill, the Gruber-Docherty Lumber Company finished up logging its timber holdings near Rainier. This appears to have been completed no later than 1928, when the Milwaukee Railroad permanently retired (on authority of AFE # 28620) all remaining parts of the Johnson Creek Spur.

During the Great Depression, in the 1930s, the former Rainier mill site became Camp Rainier of the Civilian Conservation Corps. Figure 17-6 demonstrates many of these relationships on a 1944 Army Corps of Engineers aerial photograph. In modern times, some parts of the former Johnson Creek Lumber Company railroad, used by Gruber and Docherty, can still be found. Figure 17-7 is a photograph made facing northeast at 15030 Turner Road. Figure 17-8 looks southwest at the same address.

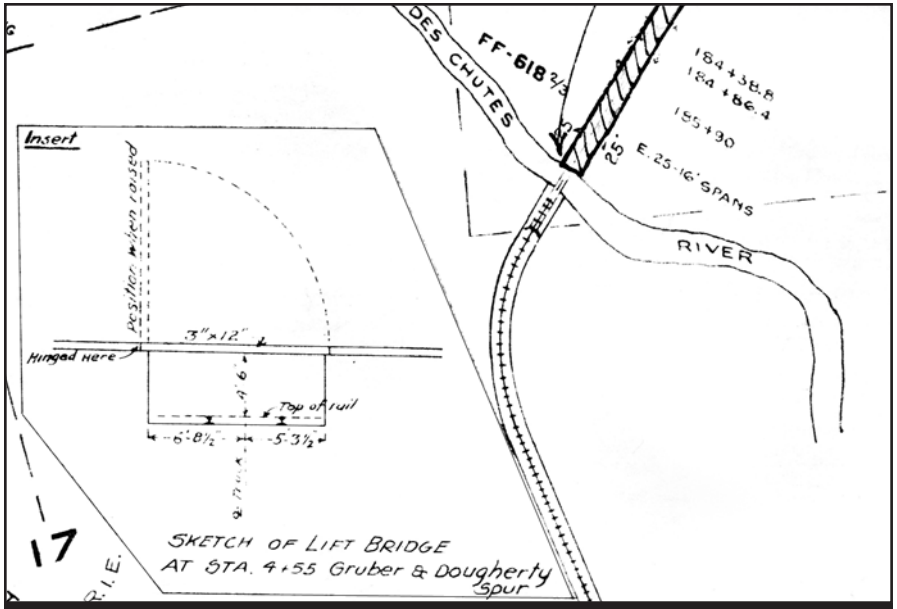


Figure 17-2 Post-1918 Valuation Map at Deschutes River

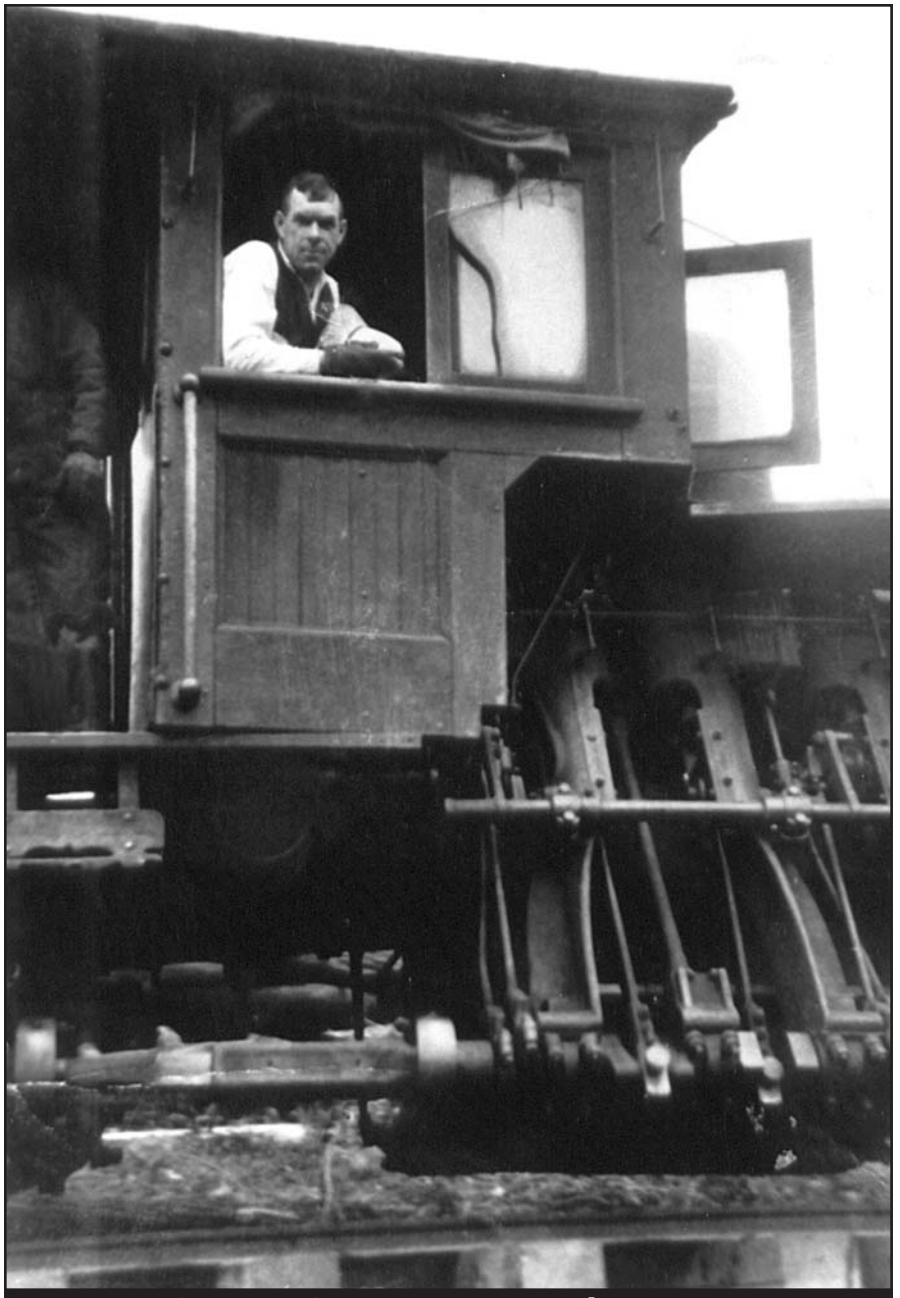


Figure 17-3 Post-1925 Benjamin Docherty in Engine # 1

Gruber and Docherty still lived at Rainier, Washington, when they formally incorporated the Gruber-Docherty Lumber Company on 1 October 1925. The principal place of business was to be Yelm, Washington. At about that time, the two men bought the Harstad Lumber Company mill, located immediately south of Yelm. That property was located on the southeast side of Highway 507, opposite the modern position of the Tacoma Valley Golf & Country Club. The mill was sited at the southwest end of McKenzie Lake, which served as a log storage pond. Figure 17-9 is courtesy of the Washington State Historical Society and was made while the facility belonged to the Harstad Lumber Company. It displays the view south, over the mill pond. Figure 17-10 is a 2001 photograph made from approximately the same position. Figure 17-11 is courtesy of Leonard Docherty. It is a view toward the northeast after the property belonged to the Gruber-Docherty Lumber Company. The water tower seen here is also visible in Figure 17-13.

A 1927 map of the mill at Yelm, reproduced in Figure 17-12, suggests that this structure was constructed in 1920. The position of a new log roll, built by the Gruber-Docherty Lumber Company, is indicated by the author. Shortly before the Harstad mill was constructed, the Northern Pacific Railroad built a spur into the proposed mill site. Completed in 1919, the spur came into the mill from the south and crossed the old county road between Rainier and Yelm. A view of this spur, as it existed in 1928, is afforded by Figure 17-13. This photograph comes from Northern Pacific Railroad Joint Facilities Book # 3. Prior to 1925, the Harstad Lumber Company operated a small logging railroad of its own, all of which was

Figure 17-4 Post-1926 Photo of Heisler Engine at Yelm

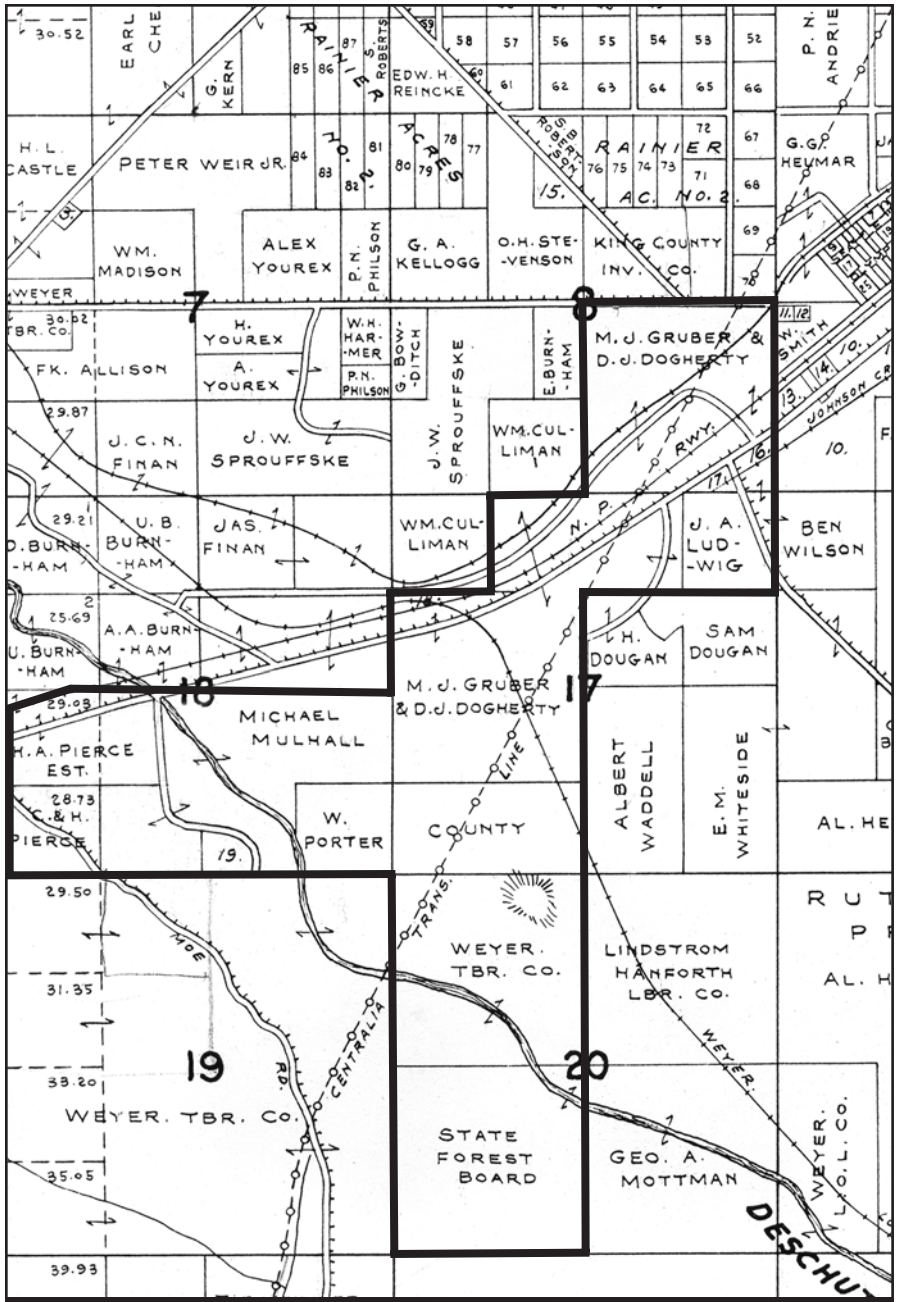


Figure 17-5 Gruber-Docherty Timberland near Rainier

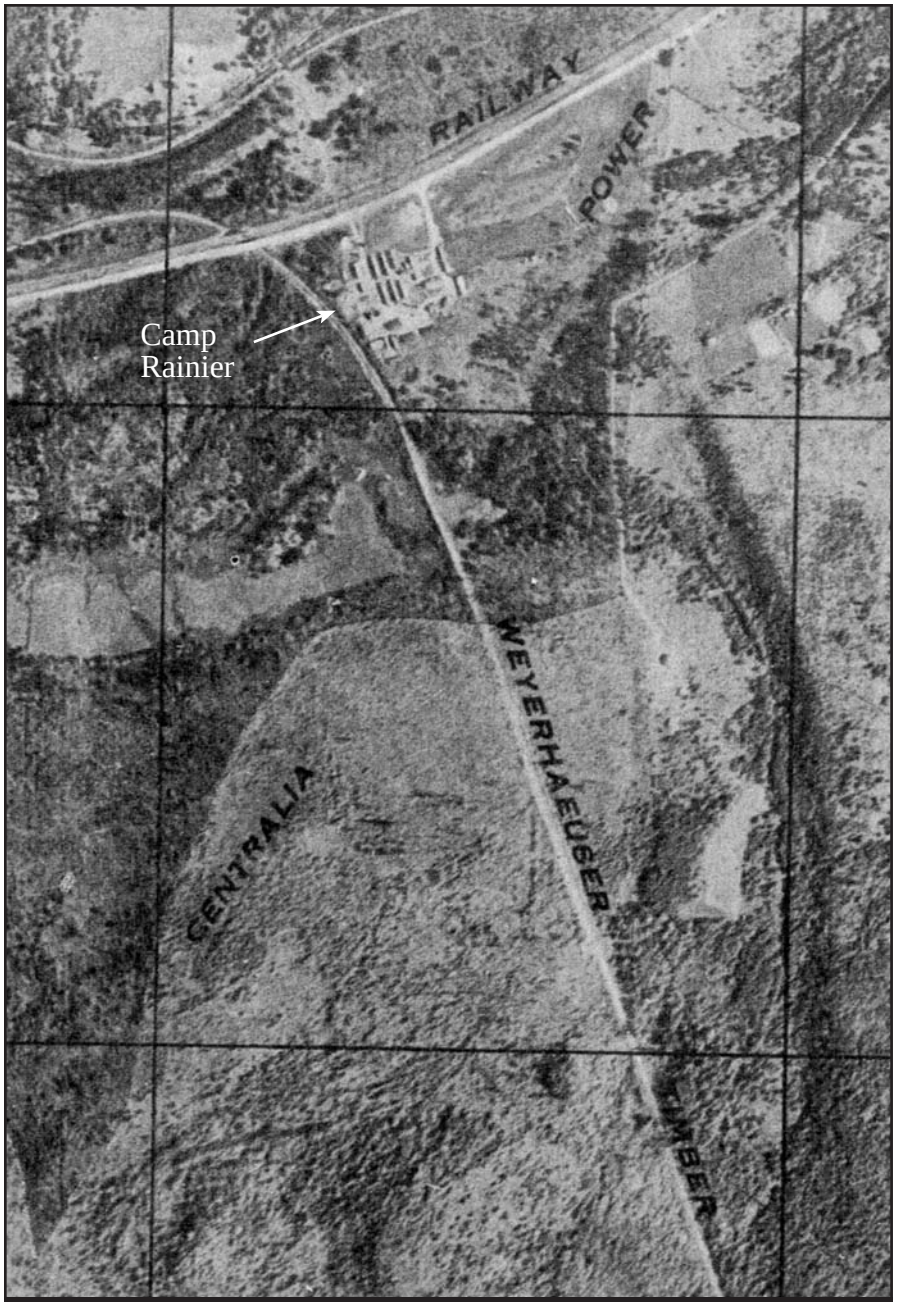


Figure 17-6 1944 Corps of Engineers Aerial Photograph

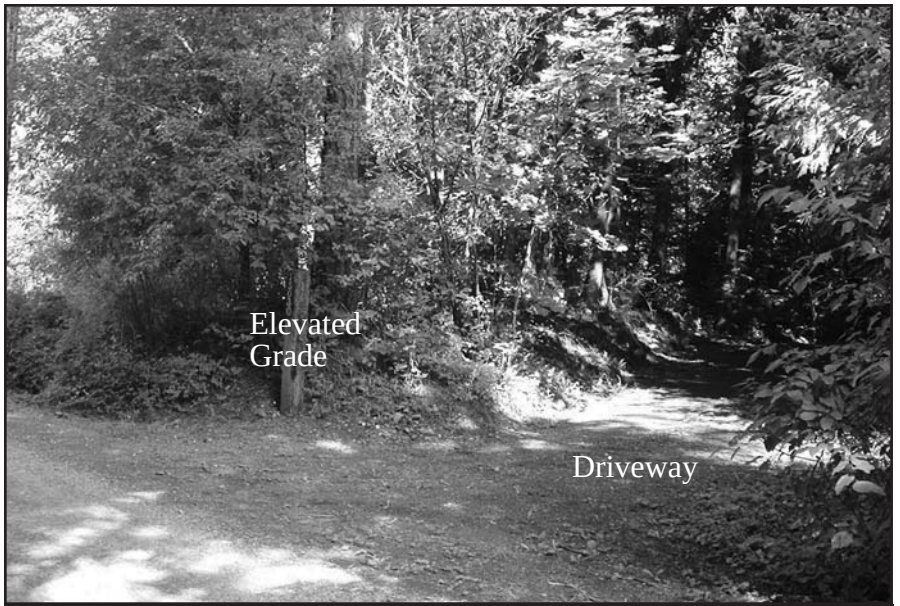


Figure 17-7 2010 View NE at 15030 Turner Road

Figure 17-8 2010 View SW at 15030 Turner Road

Figure 17-9 Pre-1925 View S toward Harstad Mill

Figure 17-11 Post-1925 View NE, Gruber-Docherty Mill

Figure 17-10 2001 View S toward Former Mill Site

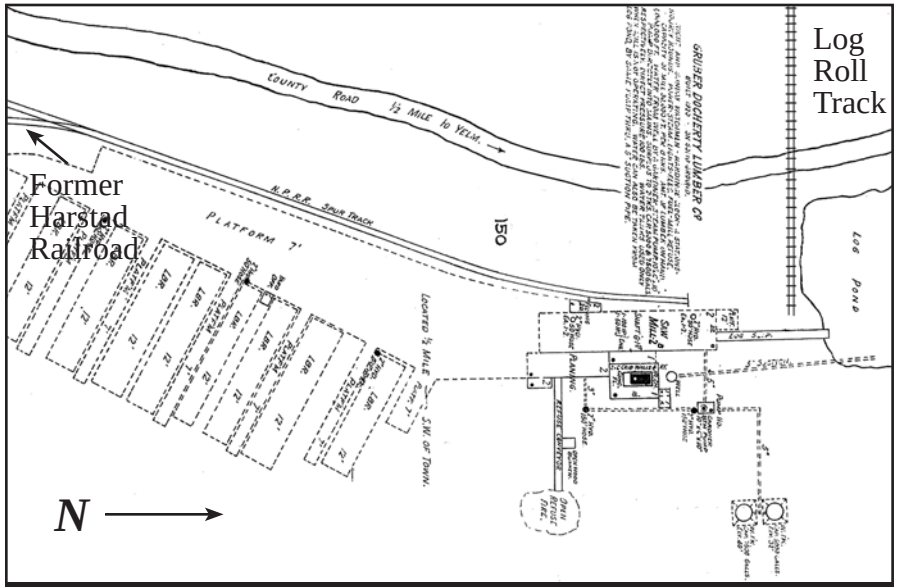
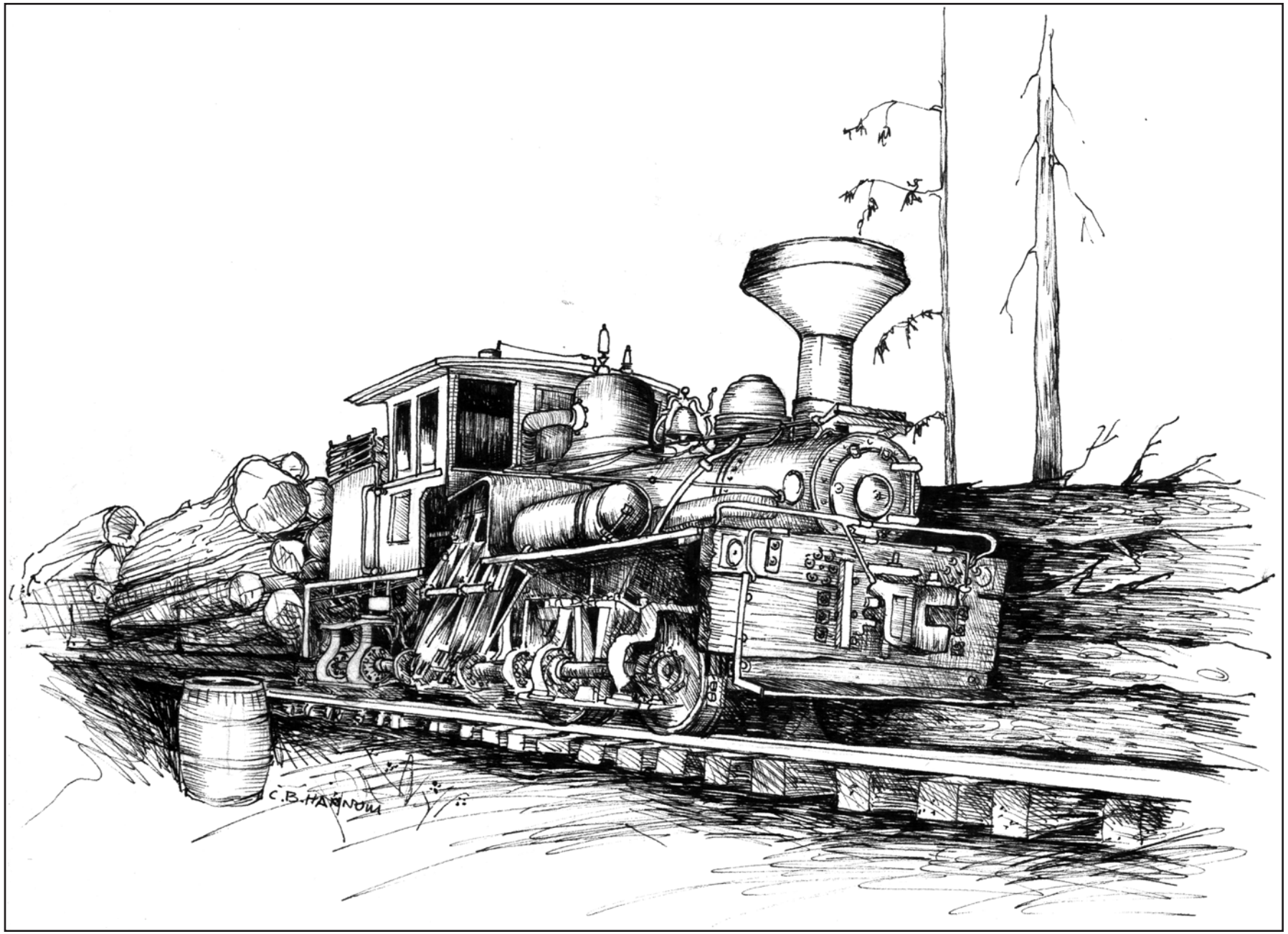


Figure 17-12 1927 Gruber-Docherty Mill at Yelm

Gruber-Docherty Lumber Company



Gruber-Docherty Lumber Company, Shay Locomotive at Yelm, Washington

Gruber-Docherty Lumber Company

Figure 17-13 1928 View NE along Former Harstad Spur

located south and east of the county road and sawmill. Figure 17-12 indicates, in the upper left corner, where the Harstad logging railroad and the Northern Pacific's Harstad Spur entered the mill. The map at the beginning of this chapter includes the Harstad grades. The Harstad railroad was powered by a Shay locomotive built in 1898. It carried Construction # 559. That engine was sold to the George Martin Lumber Company of Rainier, in 1925.

Construction of the right-of-way for Gruber and Docherty's Yelm operation began late in 1925. Track began at a log roll on the southwest end of McKenzie Lake. As the grade went northwest from the mill, it first crossed the old county road between Yelm and Rainier. Farther west, an underpass was required to avoid an intersection, at grade, with the Prairie Line of the Northern Pacific Railroad. Figure 17-14 is a 1928 Northern Pacific photograph from Joint Facilities Book # 3. It was made immediately southeast of the underpass. The view is northwest, toward the area now occupied by the Tacoma Valley Golf & Country Club. The Northern Pacific bridge was removed, and the underpass filled, in 1937.

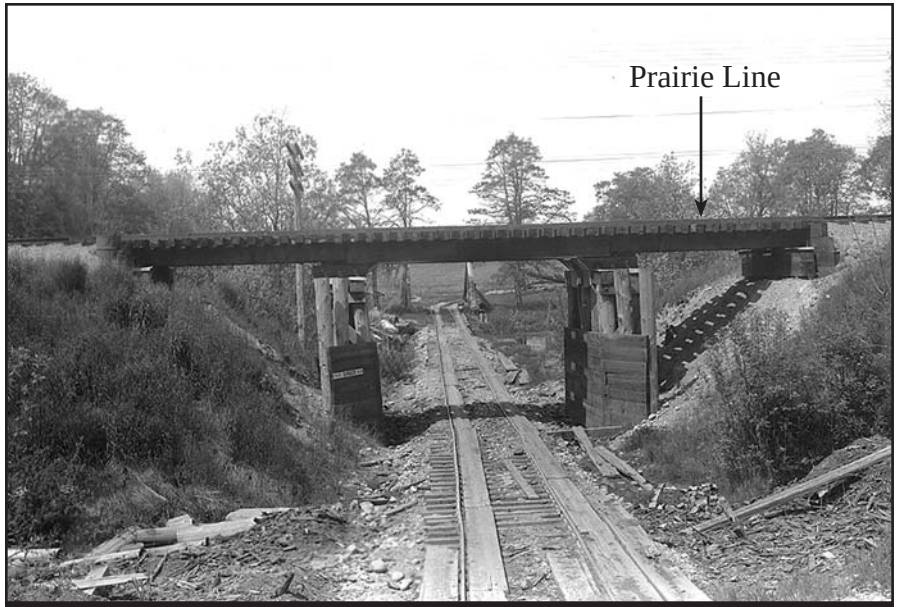


Figure 17-14 1928 View NW under the Prairie Line

Figure 17-15 2001 View SW toward Track W of Bridge

Immediately northwest of the underpass, the track that originated at the log roll crossed a swampy area. Figure 17-15 is a 2001 photograph looking southwest at that elevated grade where it passed through the swamp, on the left. The golf links are visible on the right. Within the grounds of the golf course, this track curved north, then northeast, and then joined the mainline of the logging railroad. The resulting single track continued in a northeast direction and became a spur, connected to the Prairie Line. That spur left the Prairie Line north of the mill, and is visible in Figure 17-16. This is another 1928 photograph from Joint Facilities Book # 3, and looks southwest along the origin of the spur. Farther southwest, (but still north of the junction point with the track leading to the log roll) Figure 17-17 demonstrates the appearance of this elevated grade in the year 2000. This photograph was made facing west from the contemporary Yelm-Tenino Trail.

A map of known grades, west of Yelm, is presented in Figure 17-18. Southwest of the track leading to the log roll, the railroad mainline passed south of another swampy area known locally as "Solberg Lake." Figure 17-19 is a year 2000 view toward the east, along the right-of-way near the lake. Farther west, the logging line paralleled the southern edge of today's golf course. Near the western boundary of the links, the mainline began to curve northwest. After crossing Thompson Creek, the line curved toward the west. Figure 17-20 is a photograph of the right-of-way as it appeared in the year 2000, looking west at a point 100 yards west of the creek. Since this picture was made, the area has been developed as a gravel quarry, and the grade can no longer be identified. Beyond that spot, the mainline led southwest for approximately three quarters of a mile, and then almost due west for an additional quarter mile. At that point a spur exited the north side of the mainline and curved northwest. Figure 17-21 is a 2010 photograph looking west at the origin of the spur. The mainline continued west to the junction of Sections 22, 23, 26 and 27.

West of the junction of these four sections, the earliest new grade to be constructed headed straight west, on the section line between Sections 22 and 27. Then it curved northwest into the eastern half of Section 22. Probably Leonard Docherty was recalling this particular track when he mentioned that a branch of the railroad curved from southeast to northwest, around the southwest corner of the Rathbun family home. That particular residence was located in the northwest quarter of Section 23.

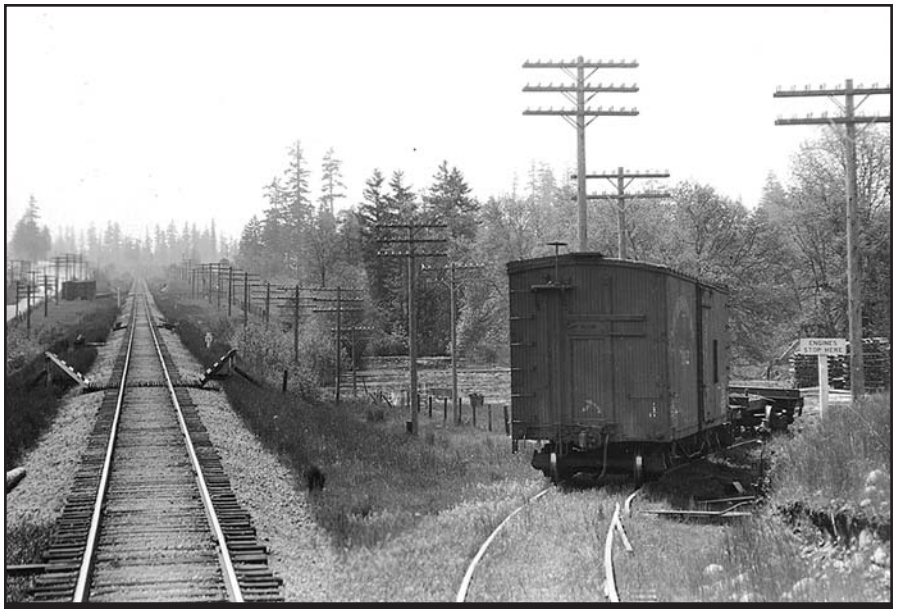


Figure 17-16 1928 View SW at Gruber-Docherty Spur

Figure 17-17 2001 View W over Gruber-Docherty Grade

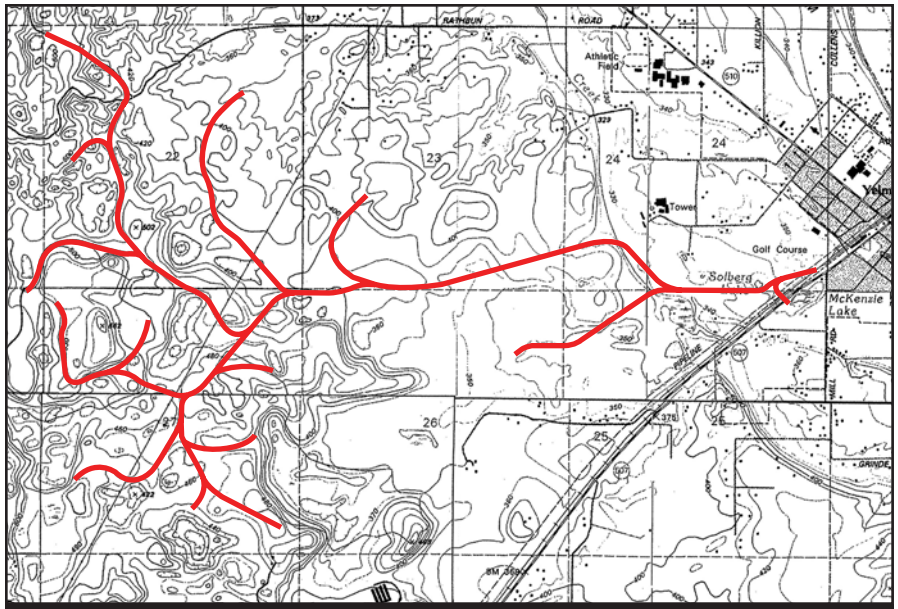


Figure 17-18 Gruber-Docherty Grades West of Yelm

Figure 17-20 2000 View West, W of Thompson Creek

Figure 17-19 2000 View East, Grade at Solberg Lake

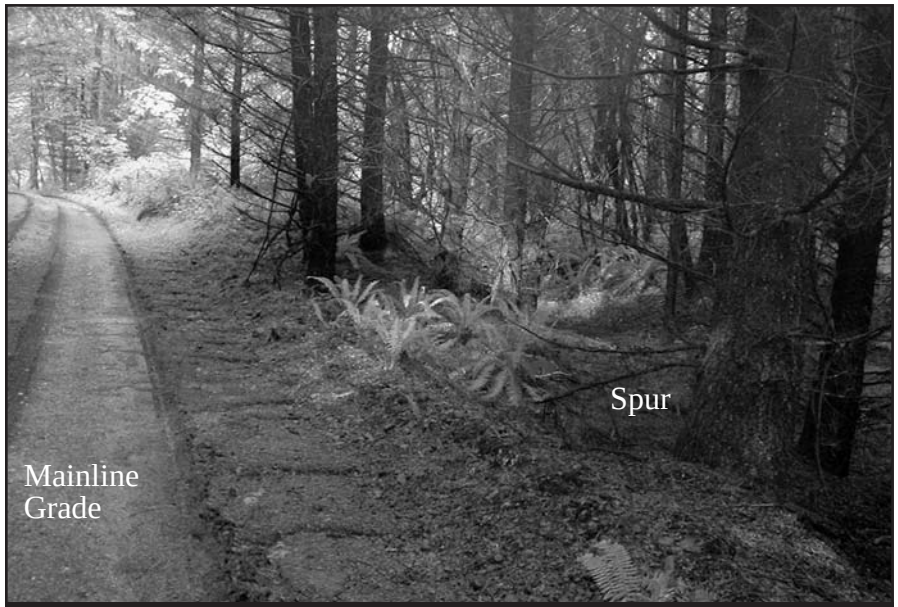


Figure 17-21 2010 View W at Origin of Spur, Section 23

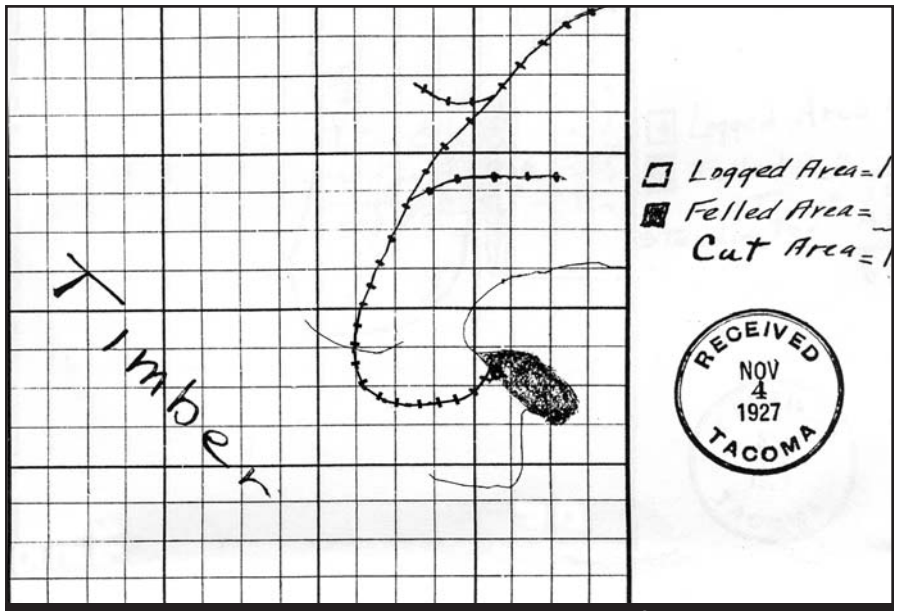


Figure 17-22 1927 Weyerhaeuser Map of Section 27

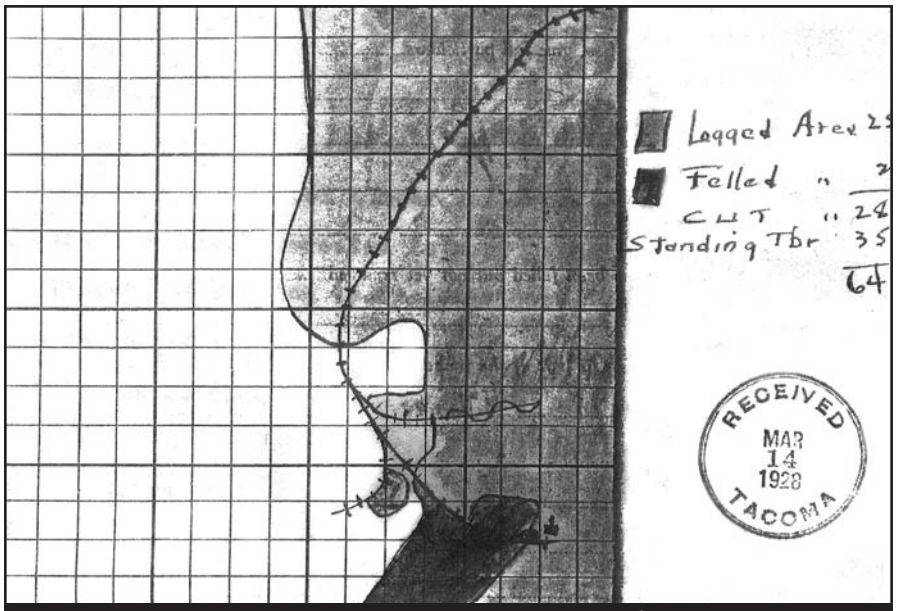
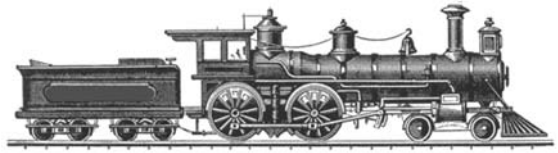


Figure 17-23 1928 Weyerhaeuser Map of Section 27

When logging was completed on that branch, the mainline was extended southwest into Section 27. Grading for the first part of that extension (also subsequent road construction along the south perimeter of Fort Lewis) has destroyed all traces of the origin of the earlier right-of-way that passed close to the Rathbun home. Figures 17-22 and 17-23 are courtesy of the Weyerhaeuser Archive. They show the progress of logging in Section 27 during 1927 and 1928.

Eventually the mainline was pushed farther to the northwest, this time to reach timber in the west half of Section 22. Most of the grades in this part of the section continue to exist as logging roads and are relatively easy to visit. However, permission must be obtained from Fort Lewis to enter that part of the section.

Jack Gruber of Lake Oswego, Oregon is another descendant of Martin J. Gruber. He recalls the twilight years of the logging company and its railroad. Between 1931 and 1935, only the newer Heisler locomotive was operated. In 1935, the company began moving logs by truck. The mill was damaged by fire in 1936 and closed permanently in 1937. Although the Gruber-Docherty Lumber Company and its railroad no longer exist, they remain in local stories and photographs.



Gruber-Docherty Lumber Company

18

Leo Hammerschmith & Sons

The Leo Hammerschmith & Sons mill, south of Yelm, was located on a spur served by the Milwaukee Railroad. This track was originally constructed for use by O. K. Nordal. It continued to be known as the O. K. Nordal Spur, even after the Hammerschmiths took possession of it. Figure 18-1 comes from a Milwaukee Railroad Valuation Map that showed the mill and spur.

After Nordal became insolvent in 1913, his mill was sold in bankruptcy to Alexander Kelday Arkley. He proceeded to found the Arkley-Van Horn Lumber Company on that site. Subsequently, Arkley became the Milwaukee Railroad's station name for the place where the mill spur originated. In March of 1915, Leo Hammerschmith and Frank Betchard purchased the mill and began building a logging railroad. Betchard

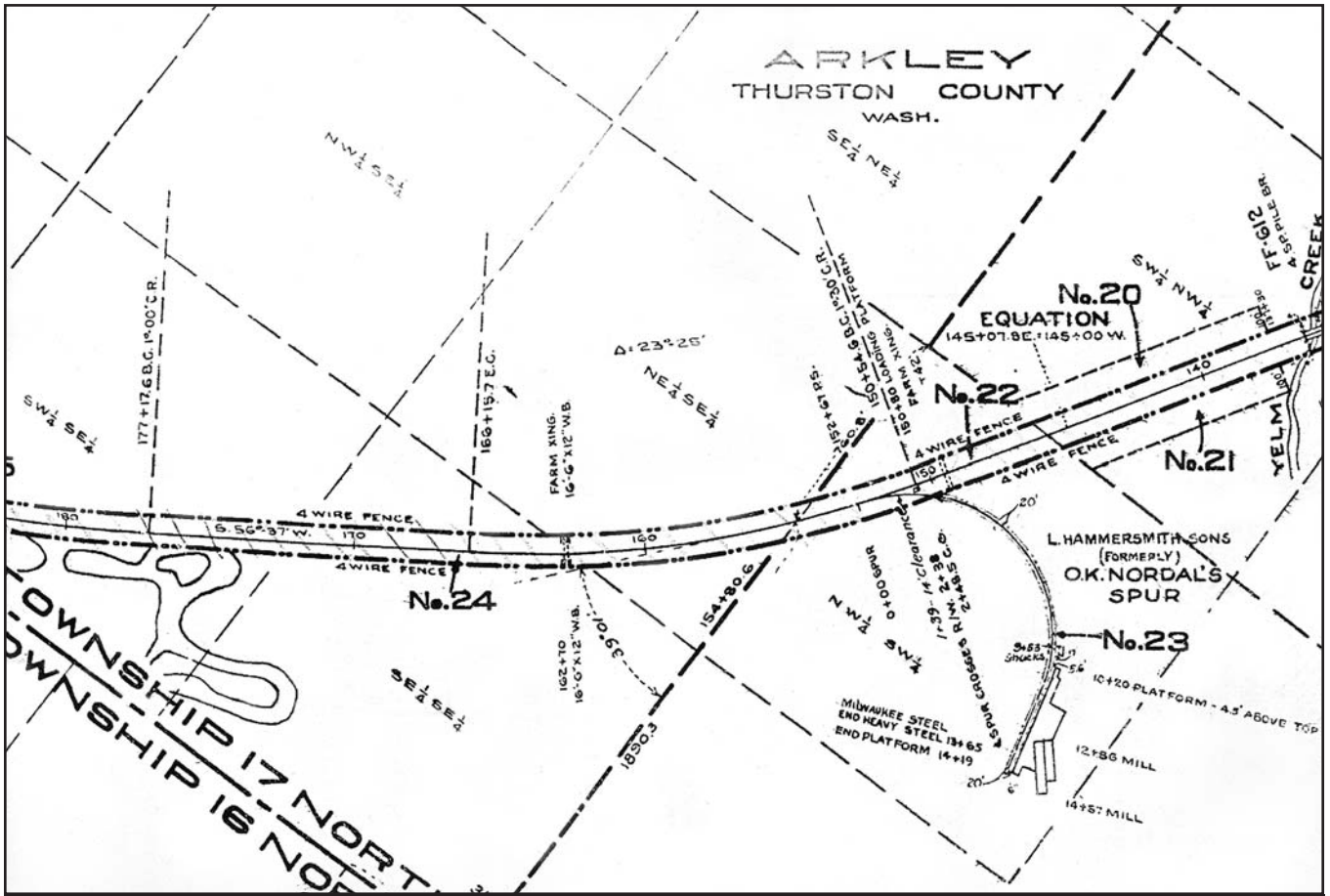
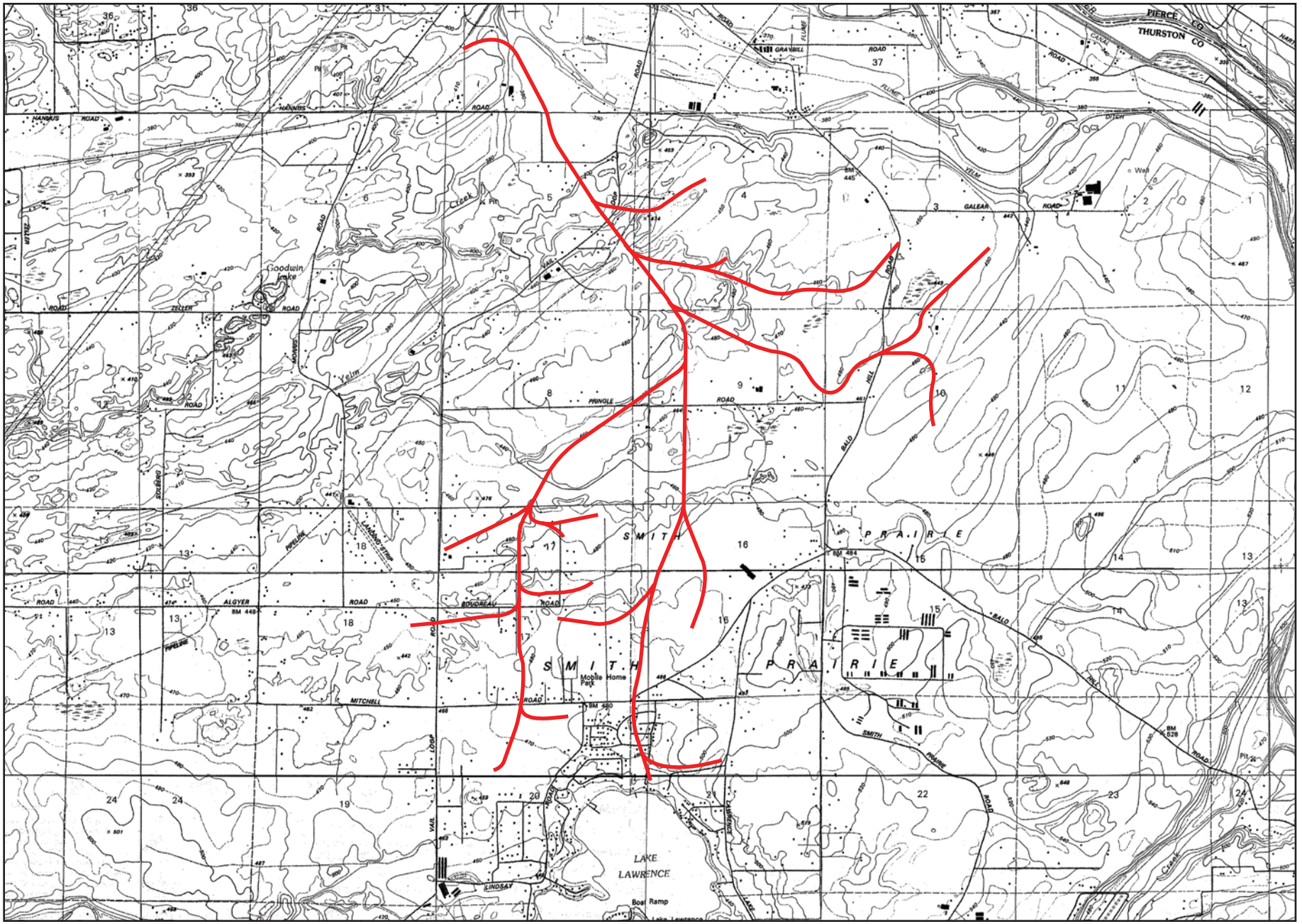


Figure 18-1 Circa 1918 Milwaukee Railroad Valuation Map at Hammerschmith Mill



Route Map of the Leo Hamerschmith & Sons Railroad

Figure 18-2 1915 Leo Hammerschmith & Sons, H. K. Porter Engine # 1

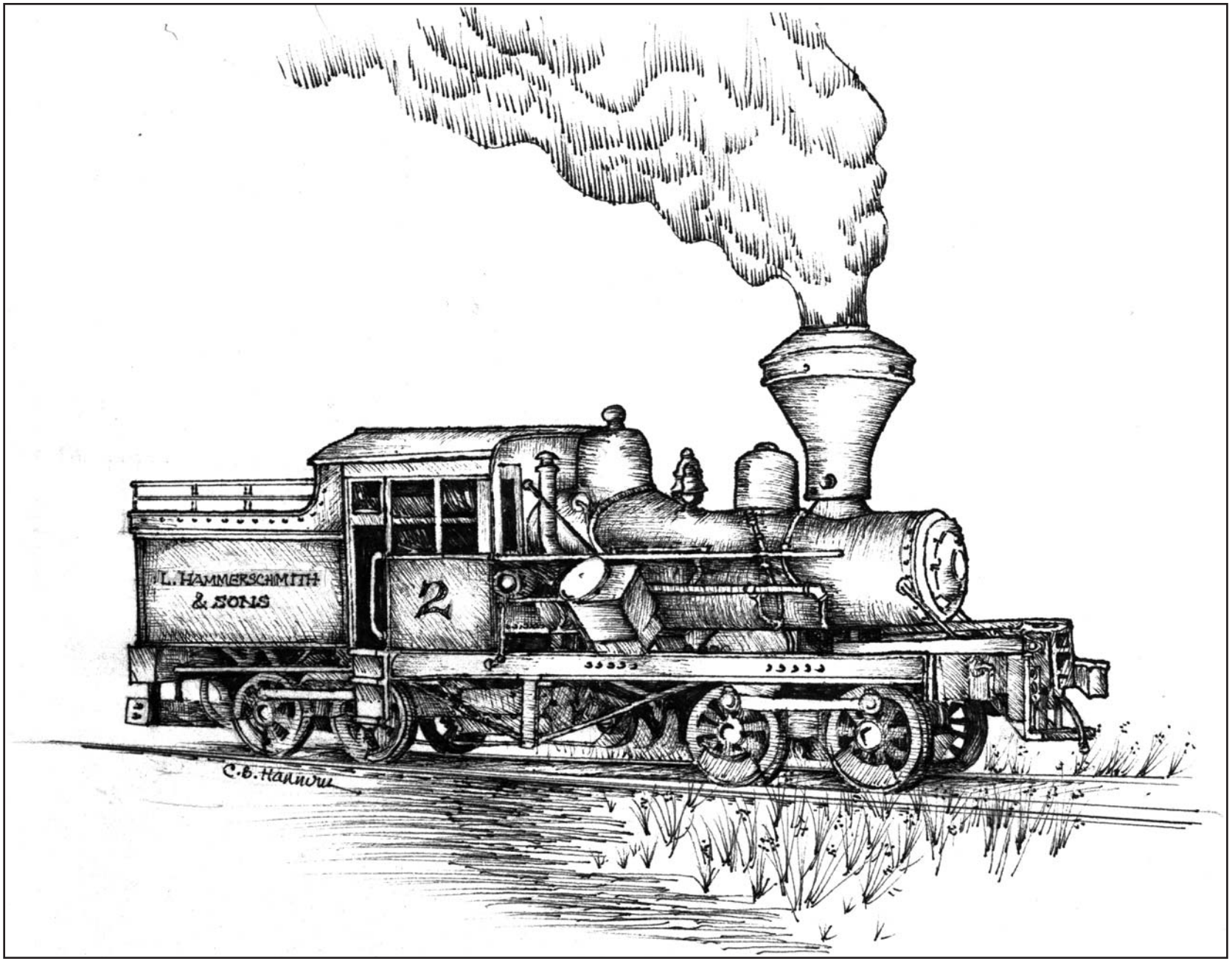
sold his interest in the venture to Hammerschmith in 1916 and, later that year, began operating his own business and railroad at Roy, in Pierce County. Hammerschmith then renamed the business Leo Hammerschmith & Sons.

According to Yelm Pioneers and Followers, 1850-1950, the Hammerschmith logging railroad started out using narrow gauge track. At a later time, the line was widened to standard gauge. Kramer Adams noted, in Logging Railroads of the West, that the Hammerschmith railroad operated until 1932. Figure 18-2 is a 1915 photograph presented courtesy of the Washington State Historical Society. Pictured is the company's Forney style H. K. Porter locomotive # 1.

Records from 1916 indicate that along with Engine # 1, the Hammerschmith railroad used a single flat car, 41 feet long. At a later date, the company bought a 30 ton Heisler locomotive which carried the # 2. It is the subject of the illustration on page 180. This engine was built in June, 1896 by the Stearns Manufacturing Company of Erie, PA, with shop # 1005. It was purchased second-hand from the Maine Logging Company. The 1931 *Timberman Directory* noted that the railroad was then standard gauge.

Residents who lived near the location of the former Hammerschmith mill were interviewed in the year 2000. They mentioned that nothing remained to identify the site of that enterprise. On the other hand, southeast of the mill, the grade used by a spur of the logging railroad is readily visible. It can be seen in the woods east of Vail Road. Figure 18-3 is a photograph taken in the year 2000. It was made looking west, within those woods, approximately 300 yards south of the intersection between Hannus Road and Vail Road. The right-of-way is also visible in the vicinity of 138th Avenue. Figure 18-4 is a photograph looking south across that county road, approximately 50 feet west of Mariposa Lane. The old grade is now a farm lane.

Part of the 1928 Washington Railroad Commission Map is reproduced in Figure 18-5. At that time, the Leo Hammerschmith & Sons railroad reached as far south as Lake Lawrence. For some reason that is not clear, the map's designation for the line was "M. LB. CO." The logging railroad continued to operate until four years after the map was published. As the years pass, the Hammerschmith railroad slips farther into obscurity.



Leo Hammerschmith & Sons, Heisler Engine # 2

Leo Hammerschmith & Sons

Figure 18-3 2000 View W along Spur toward Vail Road

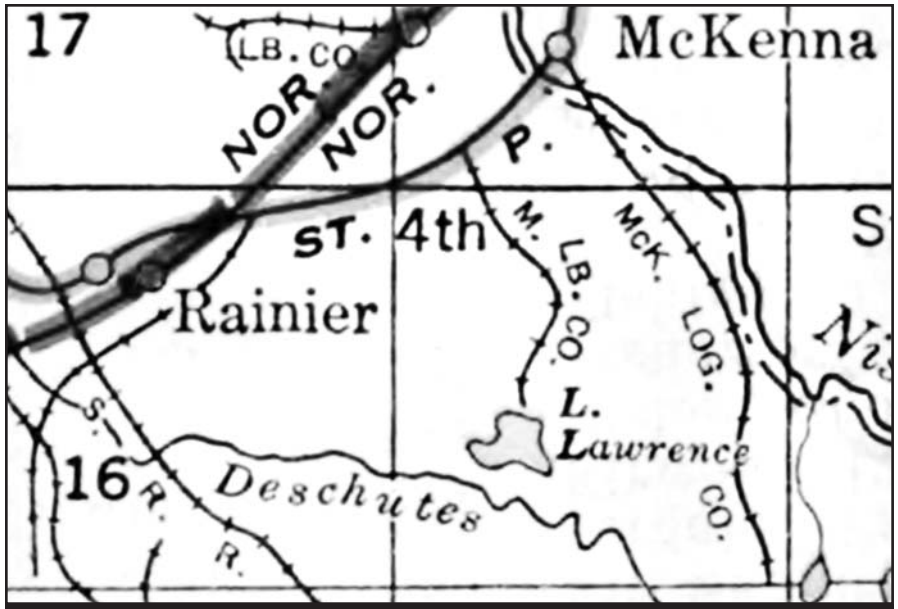


Figure 18-5 1928 Part of WA RR Commission Map

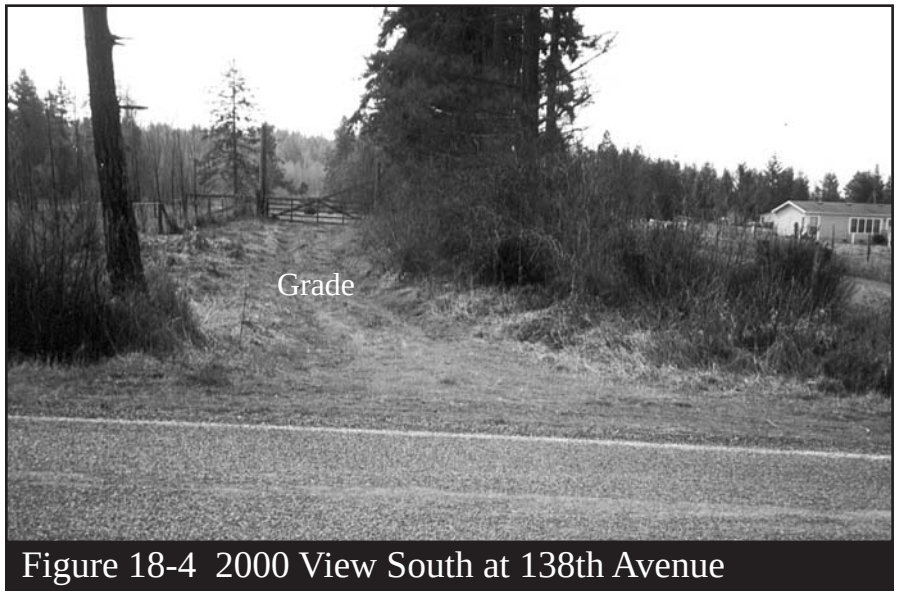
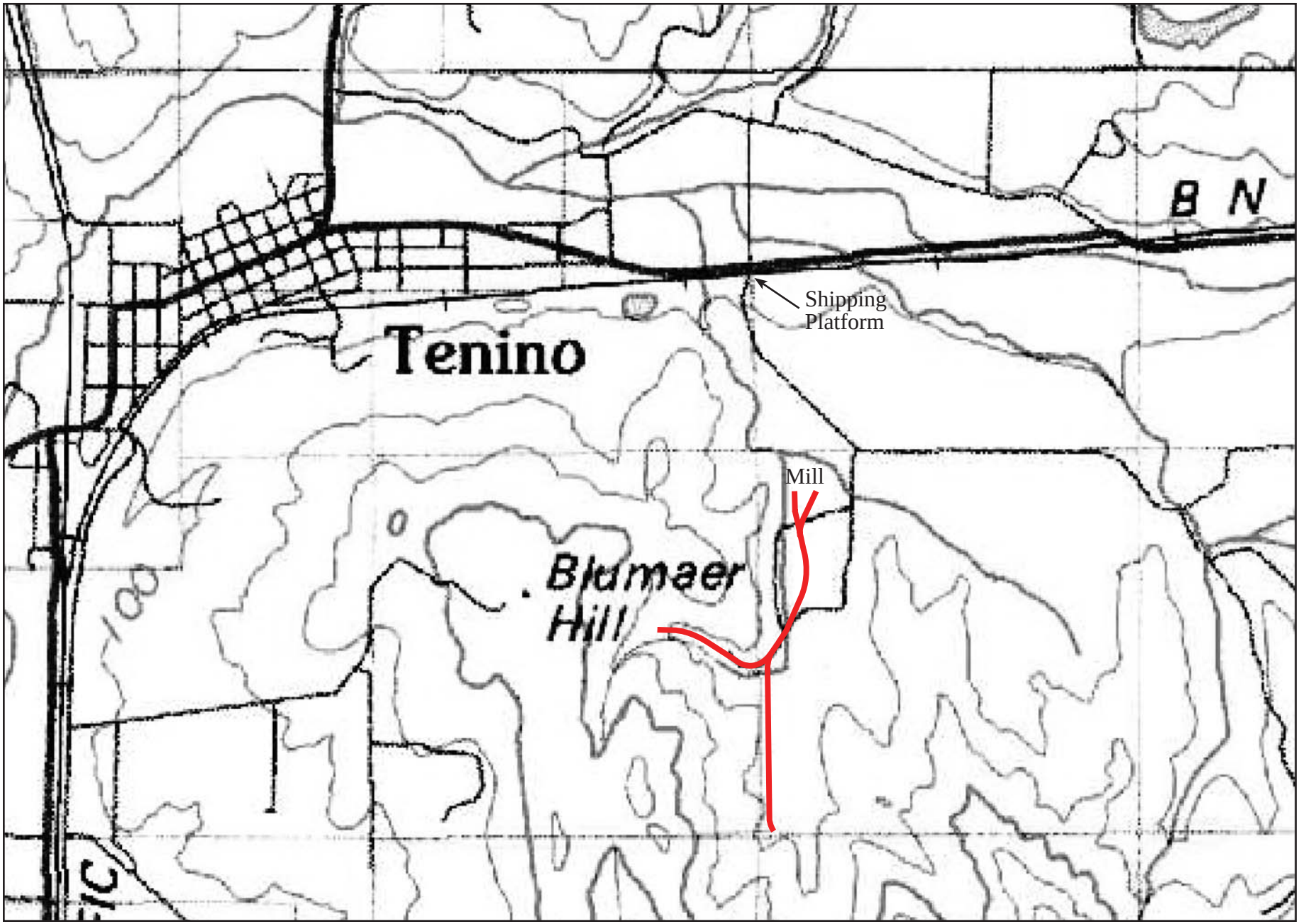


Figure 18-4 2000 View South at 138th Avenue

Leo Hammerschmith & Sons



Route Map of the Harm & Brown Lumber Company Railroad

19

Harm & Brown Lumber Company

The business which became the Harm & Brown Lumber Company originated in January, 1901 when Lester D. Stone and Grant Stone, operating as the Stone Brothers, erected a sawmill immediately east of Tenino. Their venture was incorporated in September of 1904 as the Tenino Lumber Company. It had no relationship to the Tenino Lumber Company that later operated southwest of Offut Lake, between 1919 and 1920. The mill, at 4925 Churchill Road, was situated at the top of a moderately steep hill, south of the Prairie Line of the Northern Pacific Railroad. A diagram of the region around the mill is presented in Figure 19-1. Finished lumber was moved by wagon down a plank road to Stone Station, a shipping point on the south side of the Prairie Line. The station was immediately east of the place where Churchill Road crossed the Prairie Line. Figure 19-2 is a 1910 drawing of the lumber loading platform, located at Stone Station. This spot was several hundred yards east of the Northern Pacific spur to the Mentzer Brothers Lumber Company mill.

The Stone Brothers began planning for a logging railroad in November of 1906. They purchased a right-of-way, south of the mill, from James A. Smith. It would be used to harvest timber from Sections 28 and 29, Township 16 North, Range 1 West. The Stone Brothers' ownership of the Tenino Lumber Company, and its railroad, was brief. Both were sold to Frank D. Harm and William E. Brown on 22 April 1907. Harm had formerly operated a sash and door factory at Centralia. Brown previously managed the Eastern Railway and Lumber Company, also in Centralia. The men were partners who conducted their enterprise as the Harm & Brown Lumber Company. The sale included the sawmill, one geared locomotive, two log cars, and 1.25 miles of steel rails. Reorganization occurred on 4 April 1910 when the Harm & Brown Lumber Company bought the Coal Creek Lumber Company of Lewis County. The latter company had been owned by Arthur H. Brown, Carroll L. Brown (both unrelated to William E. Brown) and Delbert A. Clark. Both Arthur and Carroll Brown were sons of the Olympia pioneer, Benjamin Franklin Brown. The Coal Creek Lumber Company had been organized in 1905 and continued to operate a logging railroad in Lewis County until 1928.

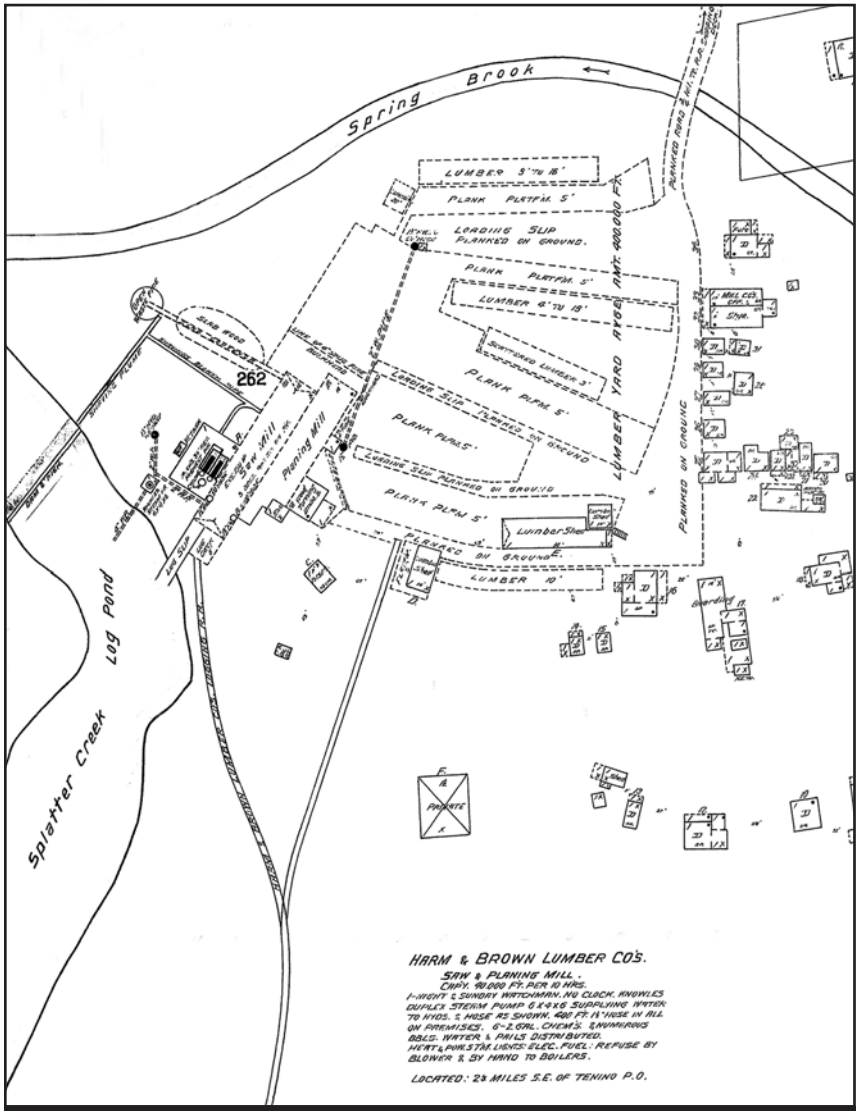


Figure 19-1 Harm & Brown Lumber Company Mill

At the time Harm and Brown purchased the Coal Creek Lumber Company, they planned to sell off their Tenino mill to C. F. Keller of Puyallup, WA. Timber available for harvest at that location, in Sections 28 and 29, had been exhausted by 1911. The mill closed and the railroad was taken up. However, the sale of these properties to Keller fell through. Subsequently, the Coal Creek Lumber Company sold the property in these two sections to its three stockholders. They immediately resold the properties in July, 1911 to W. B. Richards and Theodore Hoss, both of Centralia. Thereafter, these deforested lands were used for agriculture and grazing.

D. G. Blowers, owner for sixty years of the property where the mill and much of the railroad were located, was interviewed in the year 2000. He noted that the mill had occupied approximately twenty acres of his farm, and recalled that pieces of cable and bolts were frequently plowed up in that part of his fields. One building, referred to as the "office," remained from the original mill complex. It was moved to the site it currently occupies about 1930. The original and post-1930 locations are designated in Figure 19-3. In Figure 19-1, the railroad grade, as it came north, split into two tracks as it approached the mill. The eastern part went directly to the

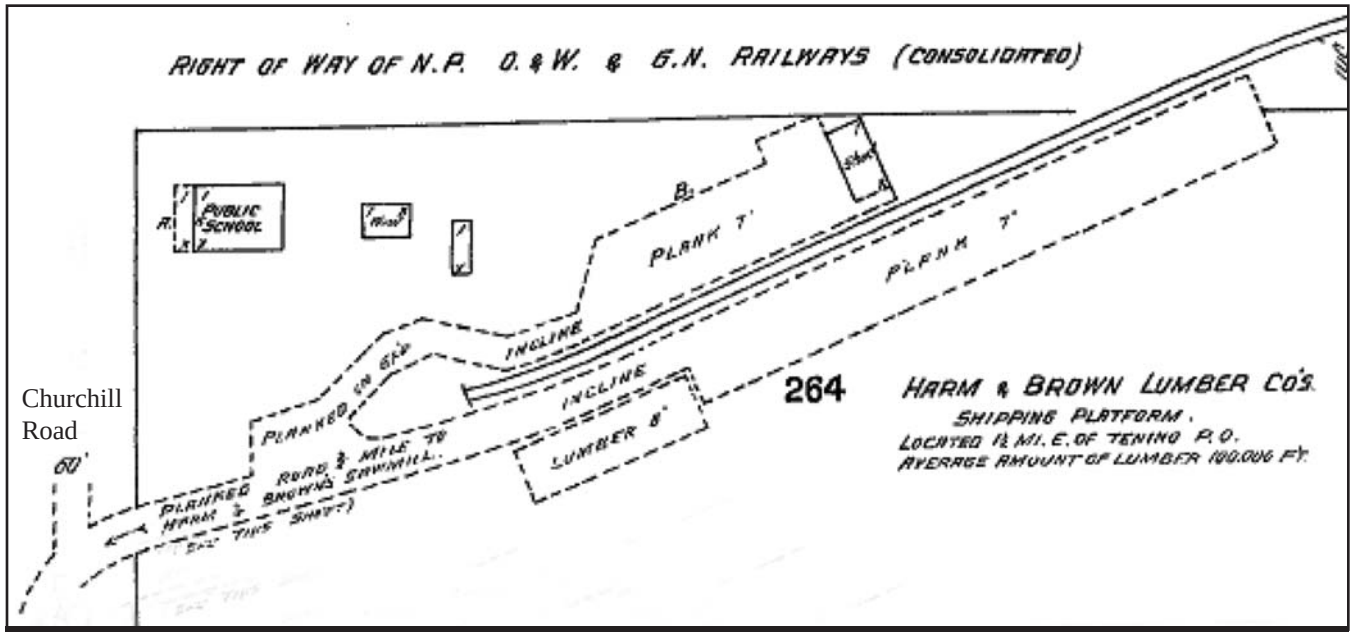


Figure 19-2 Lumber Shipping Platform at Stone Station on the Prairie Line

mill, while the western portion led to a log pond which was created by a dam on Churchill Creek (a tributary to Scatter Creek). Figure 19-4 is a photograph made in the year 2000, taken looking southeast from a position near the terminal of the western grade. The "office" can be seen in the middle of the picture, at the far end of the hay field. The current address of the "office" is at 4933 Churchill Road. A close-up view of the structure is presented in Figure 19-5.

Virtually none of this railroad can be found nowadays. Fortunately, a right-of-way deed, dated 8 November 1906, indicates the course taken by the line. The document was from James A. Smith to the Tenino Lumber Company. The grade commenced west of the mill and then ran southwest, in the west half of the northwest quarter of Section 28. After passing the south border of the northwest quarter of that section, the right-of-way split. One branch hugged the hill to the west and turned to travel west into Section 29. The second branch continued southwest "to the timberline."

Despite the disappearance of the railroad, the "office" still exists as a reminder of the Harm & Brown Lumber Company.

Figure 19-4 2000 View SE from Site of Former Mill

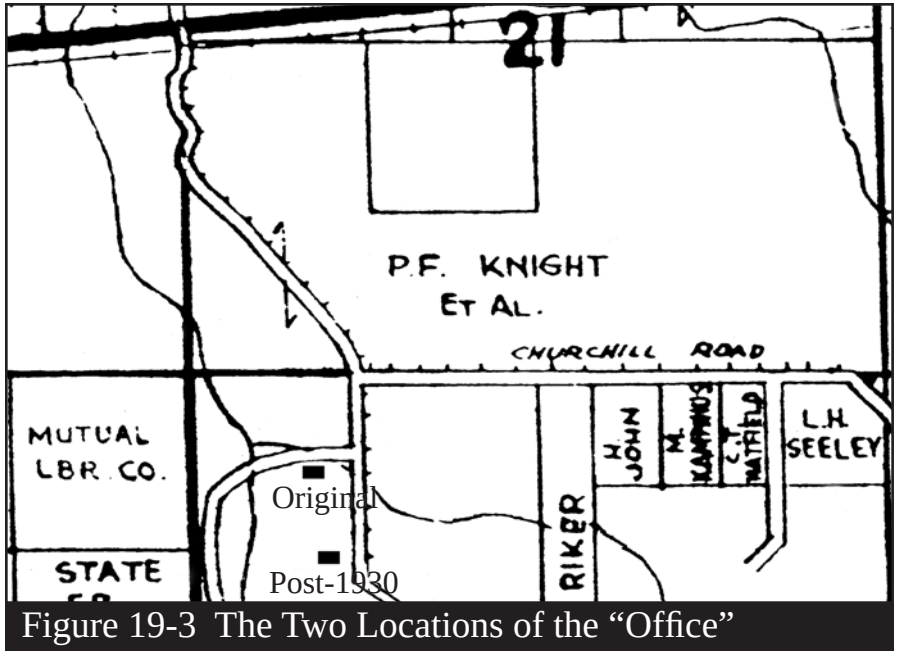


Figure 19-3 The Two Locations of the "Office"

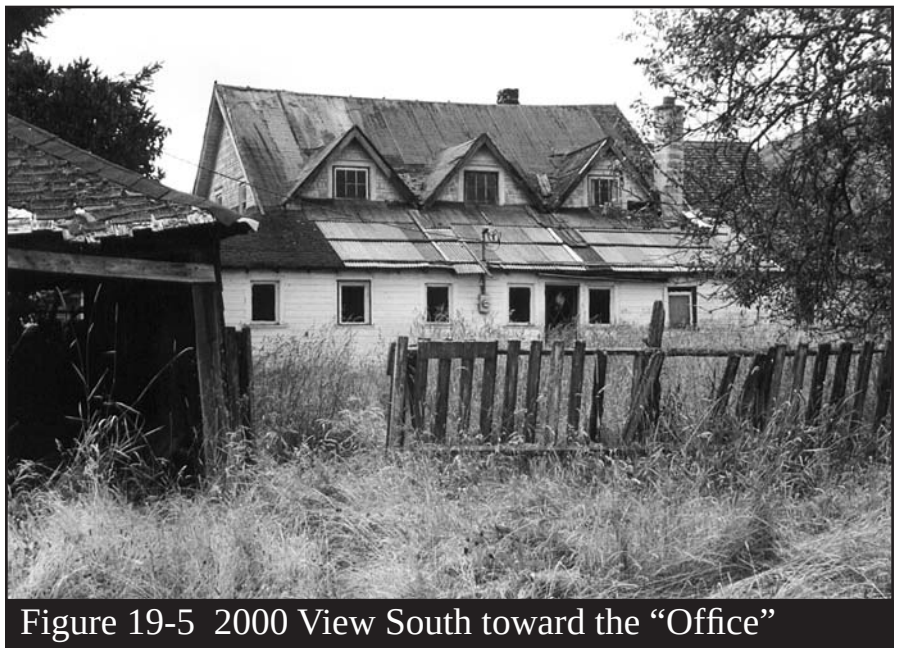
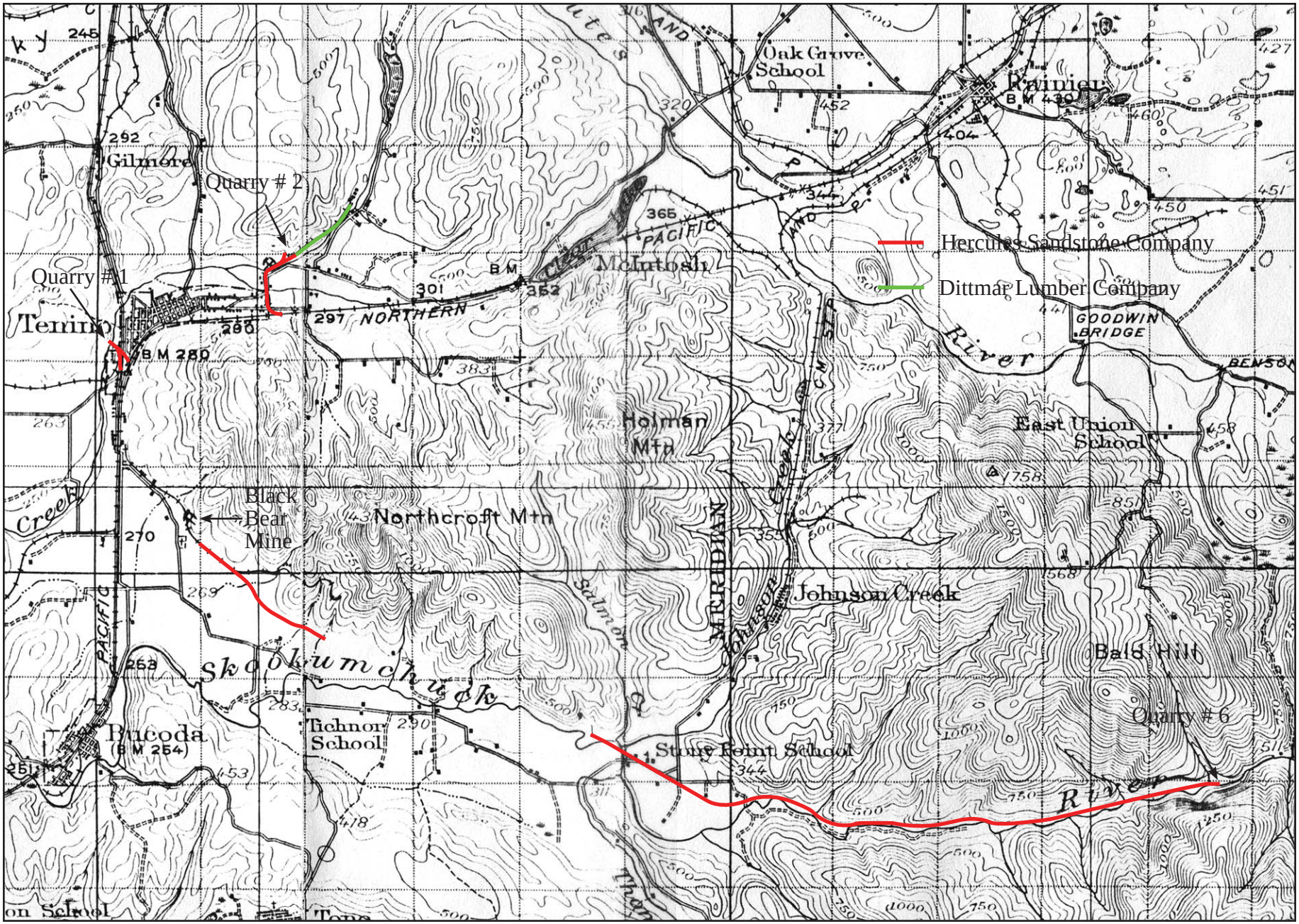


Figure 19-5 2000 View South toward the "Office"



Route Map of the Hercules Sandstone Company Railroad and the Connection to the Dittmar Lumber Company

20

Hercules Sandstone Company

There were two major stone quarrying businesses in Tenino in the early twentieth century. The older of the two was eventually called the Tenino Stone Company. The other, the Hercules Sandstone Company, operated its own railroad. Because these organizations had similar names in the early 1900s, it is helpful to precisely outline the origin of each. Tenino, Washington, The Decades of Boom & Bust, by Scott McArthur, provides a detailed account of these early Tenino quarries.

The predecessor of the Tenino Stone Company was founded in 1888 by S. W. Fenton and George N. Van Tine. These men opened a quarry south of the Northern Pacific Railroad's Prairie Line. It was near the place where the Tenino Depot Museum is currently situated. The business was incorporated in March of 1903 as the Tenino Stone Quarries, Incorporated. The name was altered to the Tenino Stone Company in August, 1907, and remained unchanged until the enterprise finally ceased operating in the early 1930s. It had no railroad, but was served by a spur from the Prairie Line. Figure 20-1 is a 1928 photograph courtesy of Brian Ferris. The source is Northern Pacific Joint Facilities Book 3, photo # 11-265. The view is northeast, at the place where the spur to the Tenino Stone Company left the Prairie Line.

The genesis of the Hercules Sandstone Company occurred with the founding of the Tenino Sand Stone and Town Site Company. Later, when incorporated in March of 1904, the company elected to be called the Tenino Sand Stone Company. Similarity of this name to that of its competitor (the Tenino Stone Company) caused the business to rename itself again, in April, 1907. Its final name became the Hercules Sandstone Company.

William McArthur, Hans P. Scheel and Claus Clodius were the principal owners of the Hercules venture. Although their first quarry (which was known later as Hercules # 1) opened in 1903, the men had been formulating plans for their company over the preceding several years. The organization had already purchased much property in the western part of Tenino, within the Snyder and Stevens Addition. Quarry # 1 was located on Lemon Hill. Its remnants can still be seen there, west of the Point Defiance Line of the Northern Pacific Railroad.

At first, stone removed from Quarry # 1 was carried east on a tram road, then hoisted onto rail cars of the Port Townsend Southern Railroad. Figure 20-2 is a 1908 photograph courtesy of the Tenino Railroad Museum. The view is east from the quarry. The path of the old tram road lay straight ahead, although by then, it was no longer in use. It had been replaced by the railroad spur seen coming in from the right side of the picture. This spur, built in the same year as the photograph was made, connected with the Port Townsend Southern. It is visible as a dashed line in Figure 41-7 on page 338. Figure 20-3 was provided by Jim Frederickson. It is a photograph that was used to advertise the quality of Hercules sandstone.

Construction of the Point Defiance Line required moving the spur serving the Hercules Quarry # 1. This realignment was proposed in 1912 and likely carried out shortly thereafter. Figure 41-10 shows the new position of the spur. Quarry # 1 was no longer operating when the Northern Pacific removed the most northwest part of the spur in 1920 (under order of AFE 1019-20). Andrew Wilson bought this quarry property in 1922 and reopened it as the Western Quarry Company. As a result, the Northern Pacific reinstalled the quarry spur. The 1928 photograph reproduced in Figure 41-11 included the switch leading from the Point Defiance Line to the quarry.

Figure 20-1 1928 View NE, Tenino Stone Company Spur

Figure 20-2 1908 View East from Hercules Sandstone Company Quarry # 1 on Lemon Hill

Hercules Sandstone Company

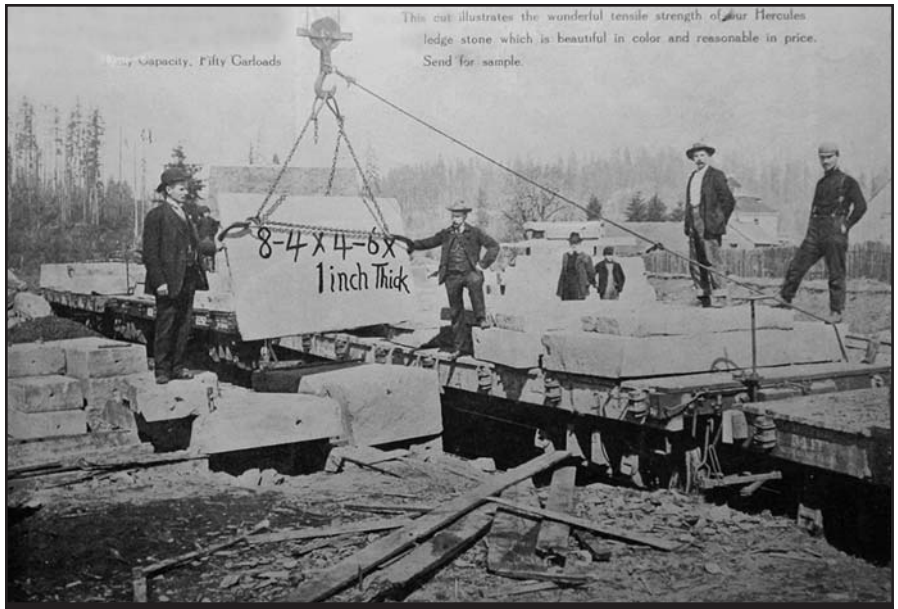

This cut illustrates the wonderful tensile strength of our Hercules
ledge stone which is beautiful in color and reasonable in price.
Send for sample.
Capacity, Fifty Carloads
8-4 X 4-6 X
1 inch Thick

Figure 20-3 Advertisement, View NE from Quarry # 1

Figure 20-4 1930 View SE from Lemon Hill along Spur to the Western Quarry

Figure 20-4 is courtesy of the Tenino Depot Museum. It is a 1930 photograph facing east, and was taken from Lemon Hill, above the Western Quarry. The old tram road had been removed. The repositioned quarry spur can be seen. A waste wood burner, in the center of the picture, was all that remained of the Johnson & Clark Mill. This quarry spur was removed permanently in 1943 under Northern Pacific Railroad AFE 504-43.

The mine which eventually became Hercules Quarry # 2 was actually older than Quarry # 1. It originated in April of 1889 when a group of investors leased the northeast quarter of Section 20, Township 16 North, Range 1 West, from John Wherett. Subsequently, in September, these capitalists incorporated the Eureka Sandstone Company. In the same month, Wherett sold a right-of-way to the Northern Pacific, which allowed access to the Eureka property. Scott McArthur reports that the Eureka Sandstone Company was inactive after the late 1890s. The spur to this mine was removed, but the right-of-way remained the property of the Northern Pacific. Figure 20-5 is part of a Northern Pacific Railroad Plat Map of this region.

The Hercules Sandstone Company completed the purchase of the Eureka quarry in November of 1911. As the company's Quarry # 2, it was to be used as a source of rubble stone. At that time, the Army Corps of Engineers was rebuilding the jetty at the entrance to Grays Harbor. The Corps had signed a contract with the Hercules company to provide the sort of stone available at Quarry # 2. But before the Northern Pacific Railroad could reuse its pre-existing right-of-way to that quarry, it had to make a road crossing application to the Washington Utilities and Transportation Commission. Case # 1914 was filed in June, 1911, and the included map is reproduced in Figure 20-6.

The spur to Quarry # 2 was also used for logging. The Dittmar Lumber Company connected a short logging railroad, at the north end of the spur, in the latter part of 1912. That lumber company was out of business in September of 1915, when the Northern Pacific Railroad produced the map displayed in Figure 20-7. Five hundred ten feet of the quarry company's track was scheduled for removal in that year. In this figure, Dittmar's Mill was erroneously spelled "Pittmar's Mill." The remains of the spur to Quarry # 2 could still be seen in the 1936 aerial photograph found in Figure 31-8.

Hercules Sandstone Company

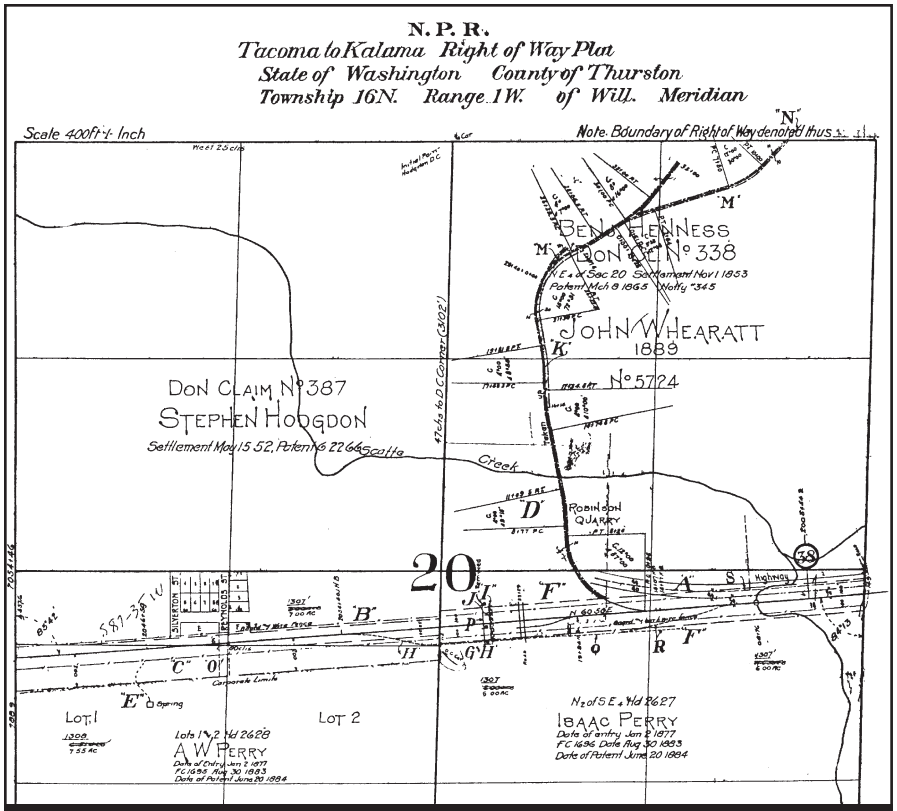


Figure 20-5 NP RR Plat Map of Spur to Quarry # 2

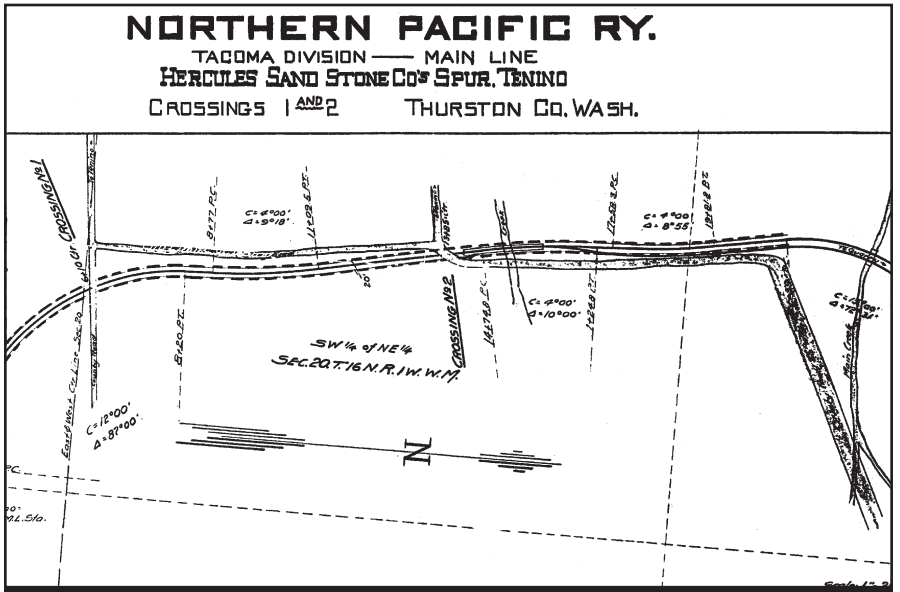

NORTHERN PACIFIC RY.
TACOMA DIVISION —— MAIN LINE
HERCULES SAND STONE Co's SPUR, TENINO
CROSSINGS 1 AND 2 THURSTON CO. WASH.
CROSSING #1
CROSSING #2
SW¼ of NE¼
SEC. 20 T. 16 N. R. 1 W. W. M.

Figure 20-6 1911 Map of Grade Crossing Application

In 1915, the Hercules Sandstone Company turned its attention to production of granite, which had been discovered on Weyerhaeuser Timber Company property approximately 12 miles southeast of Tenino. The operation located there was designated Quarry # 6. It was intended to supply the more durable stone that the Army Corps of Engineers had begun to demand for its jetty project at Grays Harbor. To reach this quarry by rail, the Hercules Sandstone Company negotiated an agreement with the Skookum Railway and Logging Company. Both of these companies had purchased parts of the defunct Blumauer railroad. Neither was able to economically piece together a complete right-of-way that would serve their individual purposes. It was agreed that the two businesses would jointly use a railroad between the Northern Pacific switch (which had previously served the Blumauer Lumber Company), and the east line of Section 17, Township 15 North, Range 1 East.

To complete its part of the bargain, the Hercules Sandstone Company acquired, realigned, and rebuilt the old Blumauer grade through the Phillip D. Northcraft and Alexander S. Yantis Donation Claims. It also constructed six miles of new grade, which began in Section 11, Township 15 North, Range 1 West, and terminated at Quarry # 6. Part of the new grade, near the quarry, can be seen in Figure 12-7.

After $200,000 had been invested in this line, the Federal Government placed the Grays Harbor project on hold due to concerns about possible entry of the United States into World War I. The company had produced granite at Quarry # 6 for just seven months before payments were suspended. The business never recovered from this financial blow. Please see page 136, in Chapter 12, for additional details about the line to Quarry # 6. A train of cars carrying stone can be seen in Figure 12-9.

Several years later, the Skookumchuck Railroad (later called the Chehalis Western Railroad) was built by the Weyerhaeuser Timber Company. The latter company opened a line into the former Hercules Quarry # 6, entering it from the northeast. That facility was then operated as the Columbia Construction Quarry, a subsidiary of the timber company.

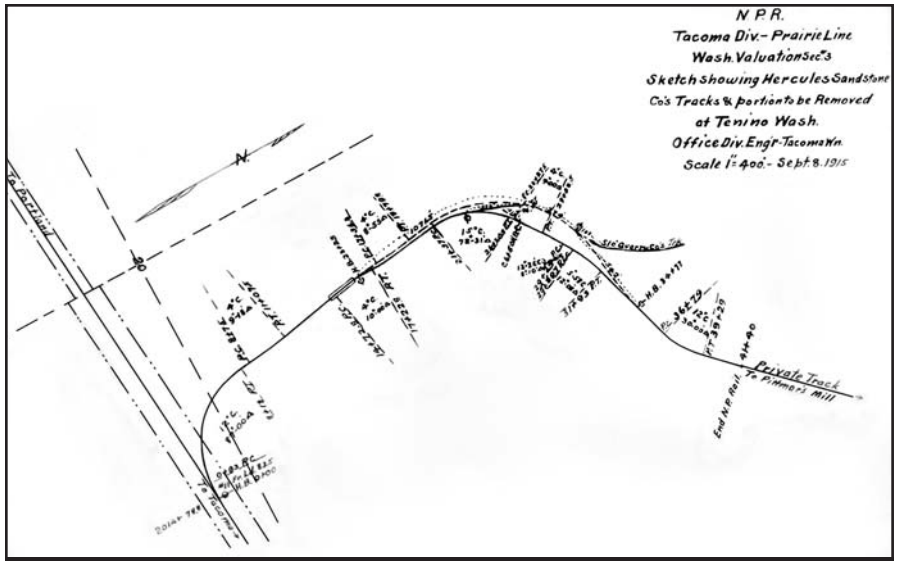

N.P.R.
Tacoma Div.- Prairie Line
Wash. Valuation Sec's
Sketch showing Hercules Sandstone
Co's Tracks & portion to be Removed
at Tenino Wash.
Office Div. Engr. Tacoma Wn.
Scale 1" = 400' - Sept 8. 1915
Private Track
to Timmer's Mill

Figure 20-7 1915 Spur to Quarry # 2 and Lumber Co.

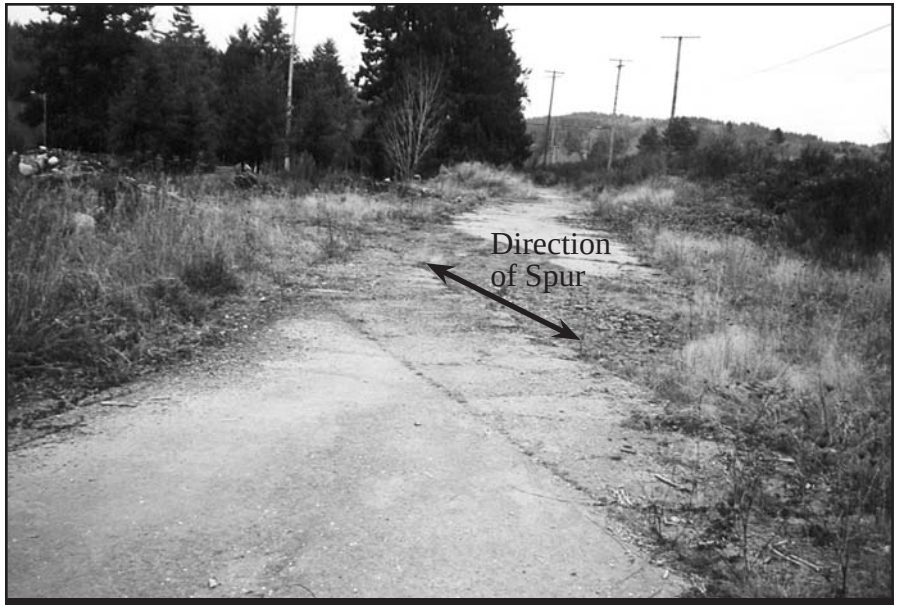


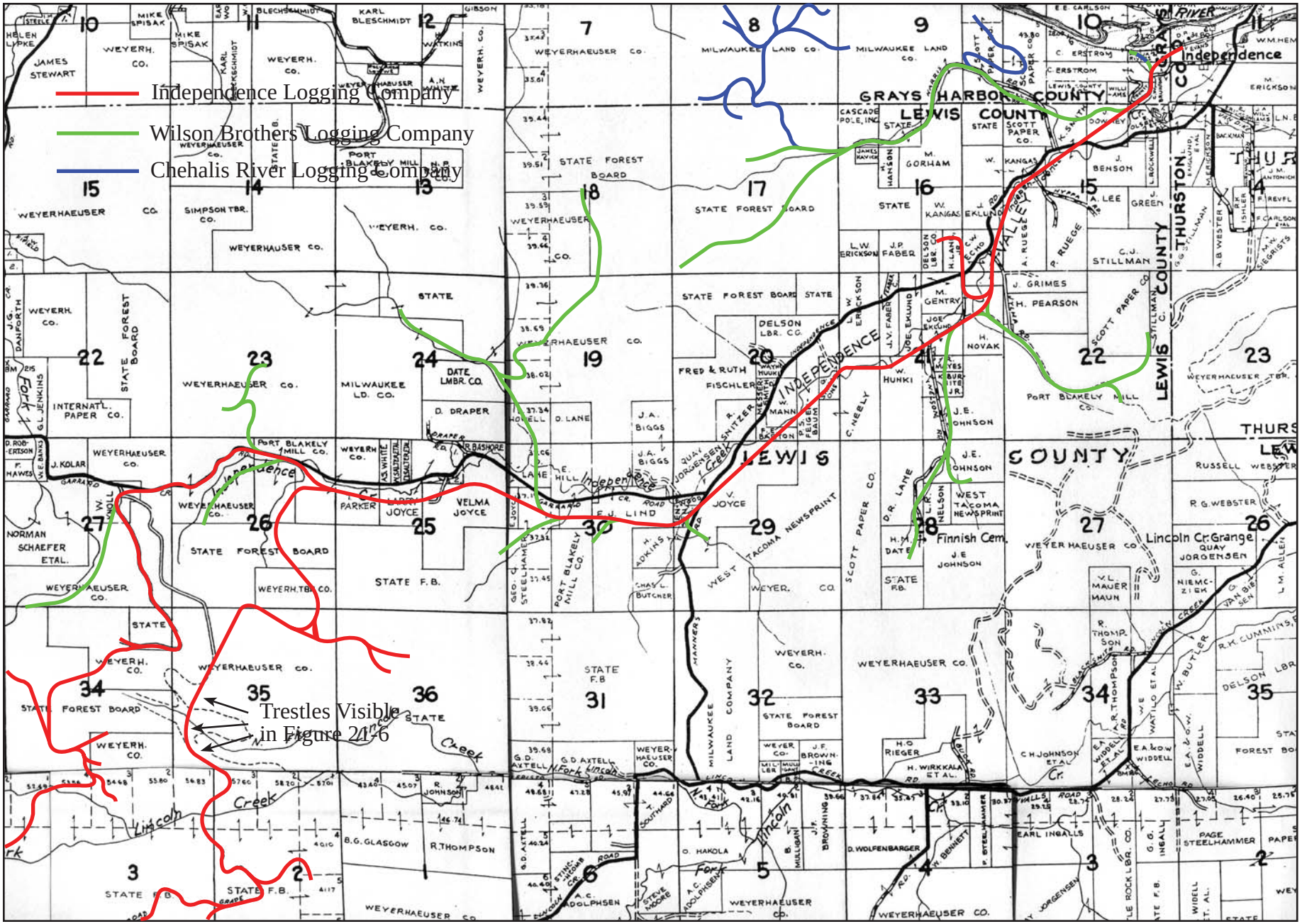
Figure 20-8 2001 View North across Spur to Quarry # 1

Figure 20-9 2001 View N along Spur to Quarry # 1

Sporadic mining at the site of the old Quarry # 1 has continued, on a much reduced scale, up to the present. In the early twenty-first century, it was a source of fine sandstone for restoration of vintage buildings.

On the southwest side of Tenino, it is easy to find what remains of the spur to Hercules Quarry # 1. Figure 20-8 is a photograph made in 2001. The view is north, approximately 50 feet west of the Point Defiance Line and 300 feet south of Old Highway 99. A difference in the pavement here marks the place where the spur passed from the lower right to the upper left side of the picture. Immediately south of Old Highway 99, Figure 20-9 was also made facing north. The picnic table stands on the spur, which can be seen extending north and then northwest, on the opposite side of the highway.

In the twenty-first century, Tenino is primarily a residential town. One hundred years ago, its economy was based on its many flourishing industries. For several decades, the Hercules Sandstone Company was a major part of that community's backbone.



Route Map of the Independence Logging Company Railroad and Associated Lines

21

Independence Logging Company

The Independence Logging Company took its name from the village where its railroad connected with the Union Pacific. Geographically, the logging line was located in the region where Thurston, Lewis and Grays Harbor Counties come together. Although it originated within the southwest corner of Thurston County, at the west end of the Union Pacific passing track at Independence, most of the company's railroad lay outside of Thurston County. Figure 21-1 comes from a Union Pacific Valuation Map displaying the region where the line originated. Although the Independence Logging Company was not incorporated until 28 January 1920, its roots can be traced through three earlier companies.

The first logging by rail, near Independence, was carried out by the Bloomingdale Lumber and Logging Company. Details about that operation can be found in Chapter 38. The second organization to use a railroad in this region was the Red Cedar Shingle Company. Incorporated 3 March 1902, the shingle company first produced shakes at a leased property. Deed records place that original shingle mill site on the south side of a tiny lake, in the northeast quarter of the northeast quarter of Section 15, Township 15 North, Range 4 West. The Bloomingdale mill may also have been operating at the same lake, immediately north of what is now Independence Road. Figure 21-2 indicates the earliest location of the Red Cedar mill on a modern aerial photograph.

When the Red Cedar Shingle Company went into business, it floated cedar logs to the mill by damming the main channel of Independence Creek. It also obtained logs, until approximately 1908, from the east half of Section 12, Township 15 North, Range 3 West. Section 12 was the region where, after 1912, the Ninemire & Morgan Lumber Company was located. Cedar logs obtained there were also floated to the mill using either a tributary of the main channel of Independence Creek, or the Chehalis River.

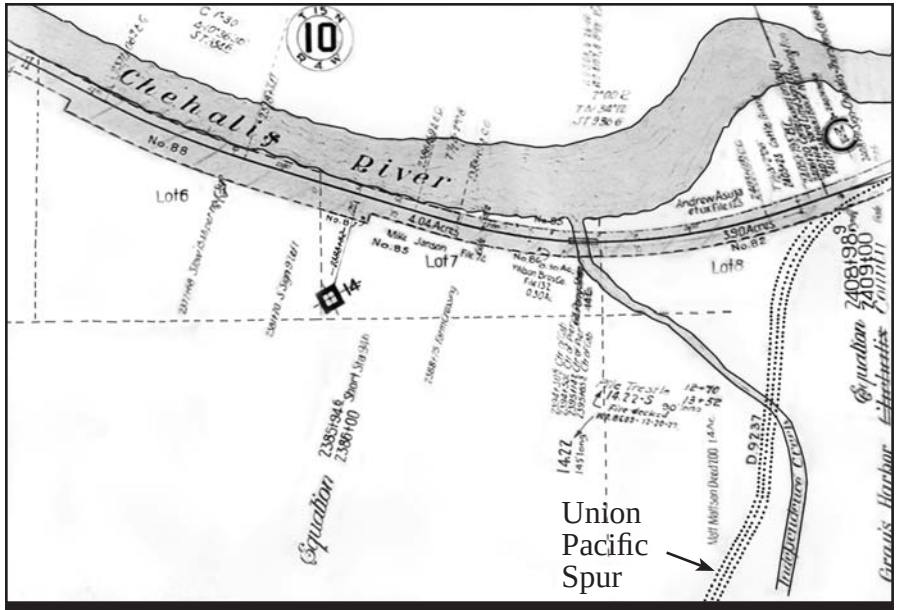


Figure 21-1 Circa 1917 Union Pacific Valuation Map

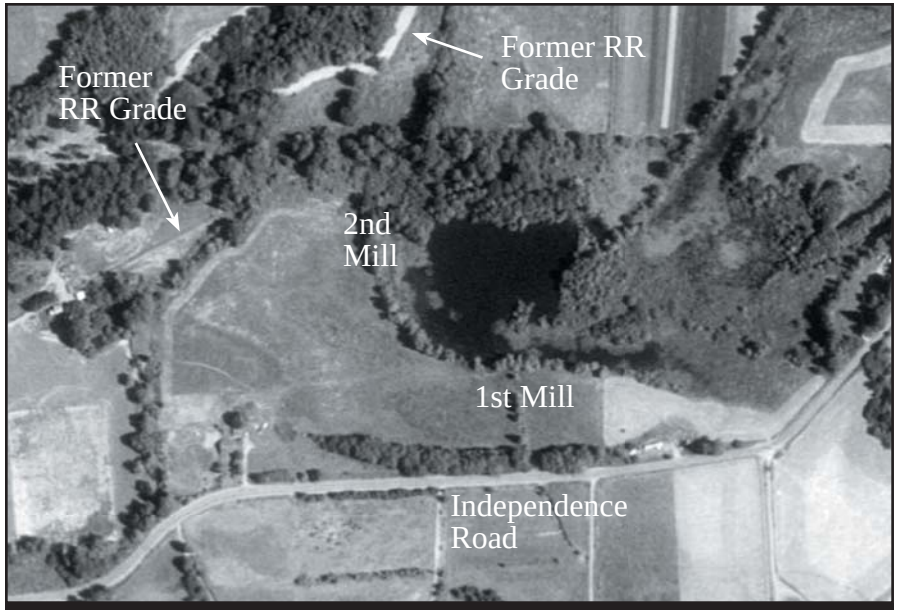


Figure 21-2 2001 Aerial Photograph of Shingle Mill Sites

After using these waterways for several years, the shingle company anticipated that movement of logs by water would soon be unable to sustain its need for raw material. Plans were made to develop a railroad. In 1907, a right-of-way was obtained over the west half of the southwest quarter of Section 15. Near the Red Cedar mill, the track materials and right-of-way of the Bloomingdale Lumber and Logging Company were purchased. This included a quantity of 40 pound rail consistent with about one mile of track, angle bars, and spikes. These items were said to comprise the Bloomingdale logging railroad, which was noted to be located in the north half of the northwest quarter of Section 14. An unspecified right-of-way through Thurston and Lewis Counties was also part of the purchase made by the Red Cedar Shingle Company.

In June, 1908, these rights-of-way were put into operation. Records indicate that Allen White was President of the Red Cedar Shingle Company at the end of that year. Logging Railroads of the West, by Kramer Adams, recorded that the company operated one mile of railroad in 1908. This would be consistent with the right-of-way obtained from the Bloomingdale Lumber and Logging Company. The publication also mentioned that the shingle company owned one rod-driven steam locomotive. Since the Union Pacific had not yet built its line through Independence, finished shingles were still hauled to Rochester, by wagon, then shipped via the Northern Pacific.

The 1909 arrival of the Union Pacific Railroad, at Independence, created new logging opportunities. In May of that year, the Union Pacific built a spur to the south, from the west end of its Independence passing track. As a result, the shingle company moved its mill from the south side of the lake, to the west side, where the Union Pacific spur terminated. The second location for the shingle mill was confirmed in an interview with a long time resident of the property situated southwest of the lake. The position of the original Union Pacific spur (later operated as part of the Independence Logging Company) can be seen in Figure 21-1.

An additional change occurred later in 1909 when the Wilson Brothers Logging Company acquired the assets of the Red Cedar Shingle Company. The Wilson Brothers commenced building their own connection from the Union Pacific mainline, to the shingle mill. The Wilson Brothers right-of-way originated at a point west of the spur previously constructed by the Union Pacific. Both grades leading to the mill merged a short distance north of Independence Creek, and used the same bridge over that waterway. The result was a "Y," with the Union Pacific owning the east leg, and Wilson Brothers, the west. Figure 21-3 is part of a circa 1917 Weyerhaeuser map and gives a good picture of the Wilson Brothers operation that year. The east leg of the "Y," owned by the Union Pacific, was not shown.

The Wilson Brothers Logging Company had its headquarters in Aberdeen and sent logs there for milling. The company's connection to the Union Pacific allowed their

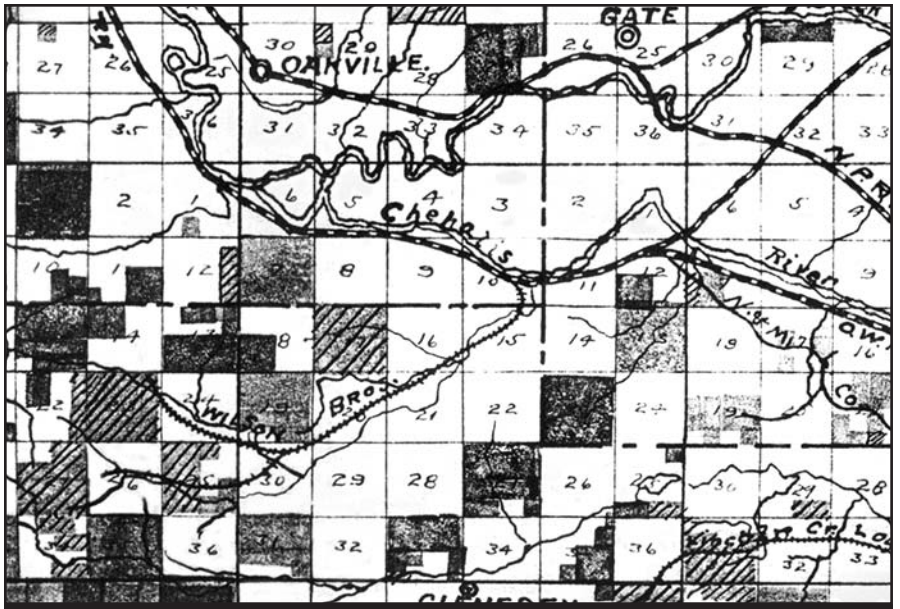


Figure 21-3 Circa 1917 Weyerhaeuser Map

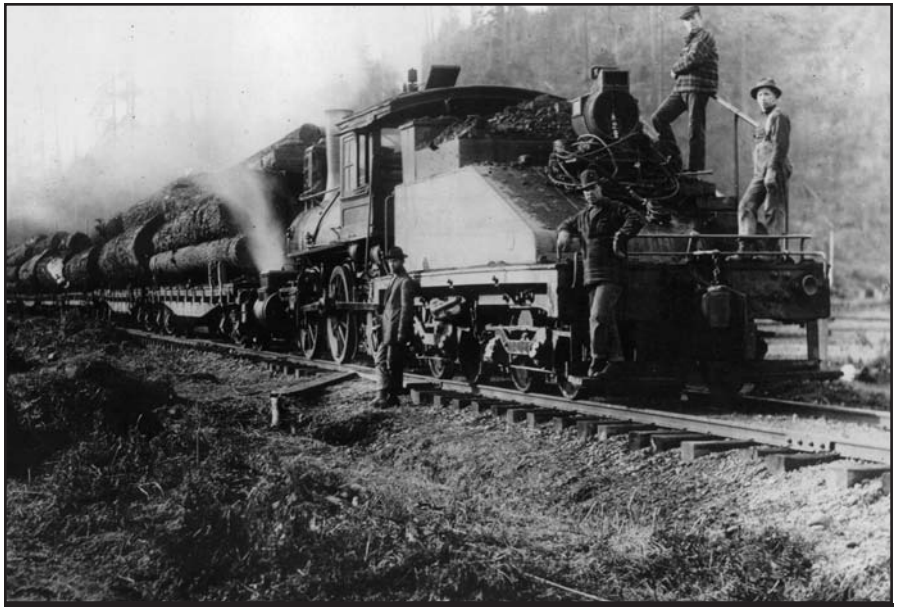


Figure 21-4 1916 Wilson Brothers 0-6-0 Locomotive

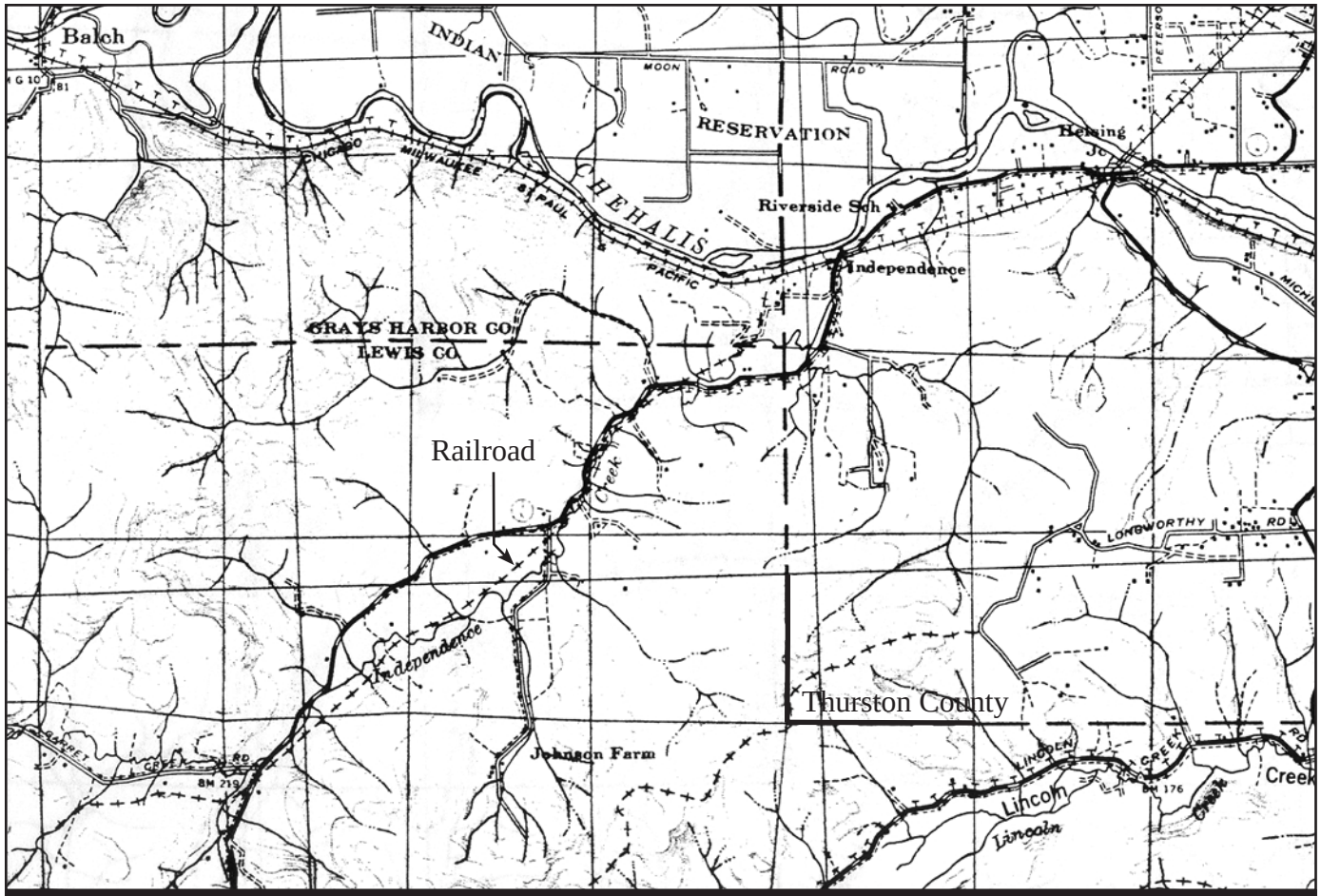


Figure 21-5 1941 Army Corps of Engineers Map

log trains to run directly to Aberdeen, without having to make complex movements over the Union Pacific passing track at Independence. Soon, the right-of-way, used previously by both the Bloomingdale and Red Cedar companies, carried an increasing numbers of Wilson Brothers log trains. Various publications of the *Timberman* magazine gave the length of that company's railroad as 4 miles in 1910, 8 miles in 1912, and 9 miles in 1914. Figure 21-4 is a 1916 photograph of a Wilson Brothers 0-6-0 locomotive, near Independence.

At about the time the Independence Logging Company was incorporated in 1920, it bought several parcels of land and rights-of-way from the Wilson Brothers Logging Company. Property in the village of Independence, between the Union Pacific Railroad and Chehalis River, was purchased from a different owner. It was to be used for the company's headquarters. The original Union Pacific spur (the east leg of the "Y") was acquired. Figure 21-5 is part of a 1941 Army Corp of Engineers Map. The mainline of the Independence Logging Company was still shown, even though the connection to the passing track at Independence had been removed in approximately 1928. In this figure, another grade can be seen travelling northeast from approximately the center of the bottom edge of the map. This represented a right-of-way built sometime after 1928 by the Schafer Brothers Logging Company.

The Independence Logging Company constructed a series of trestles straddling the junction of Sections 34 and 35, in Township 15 North, Range 5 West. Figure 21-6, courtesy of the University of Washington Library, is a Clark Kinsey photograph of three impressive ones. Sadly, the logging company was bankrupt in 1927. At that time, it was 45 miles long and had four locomotives. Figure 21-7, also from The University of Washington Library, is a 1925 picture of Engine # 1, a two-truck Shay. The photograph was taken at Camp # 2. Figure 21-8 is courtesy of Peter Replinger and displays Engine # 3, a three-truck Shay.

Between 1923 and 1926 the Chehalis River Logging Company (incorporated 27 December 1922) also used the Independence Logging Company bridge over Independence Creek. The Chehalis River Logging Company reopened two grades used previously by the Wilson Brothers Logging Company. The first was between the Independence Creek bridge and the Union Pacific mainline (the west leg of the "Y"). The second followed, in general, the course of Hobart Road. Figure 21-9 maps the route of the Chehalis River Logging Company.

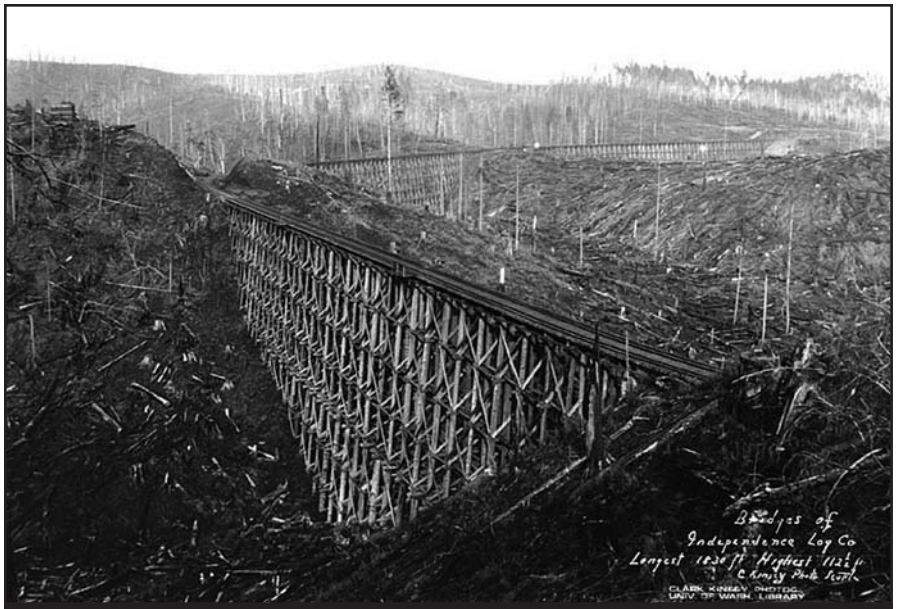


Figure 21-6 View North toward Three Trestles

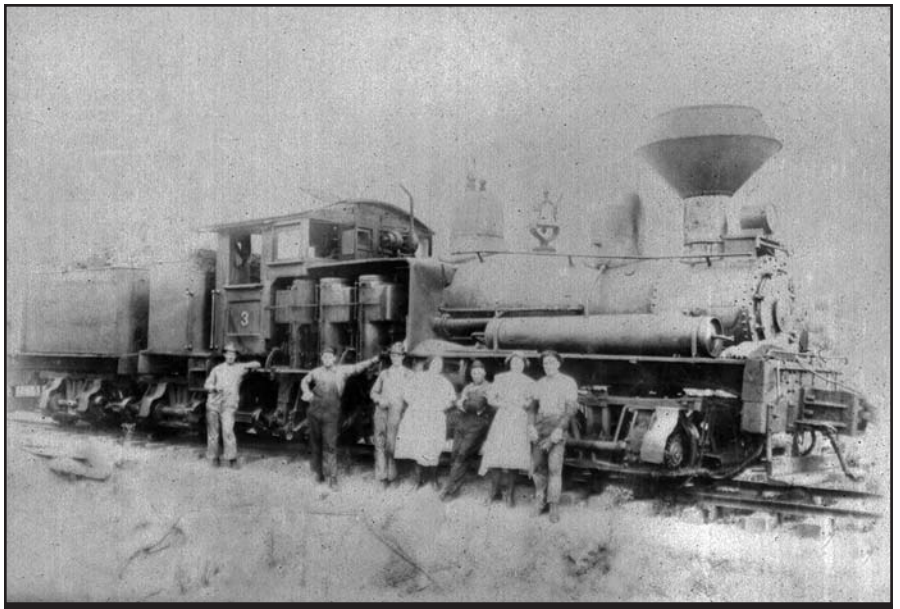


Figure 21-8 Three-Truck Shay Engine # 3

Figure 21-7 1925 Two-Truck Shay Engine # 1

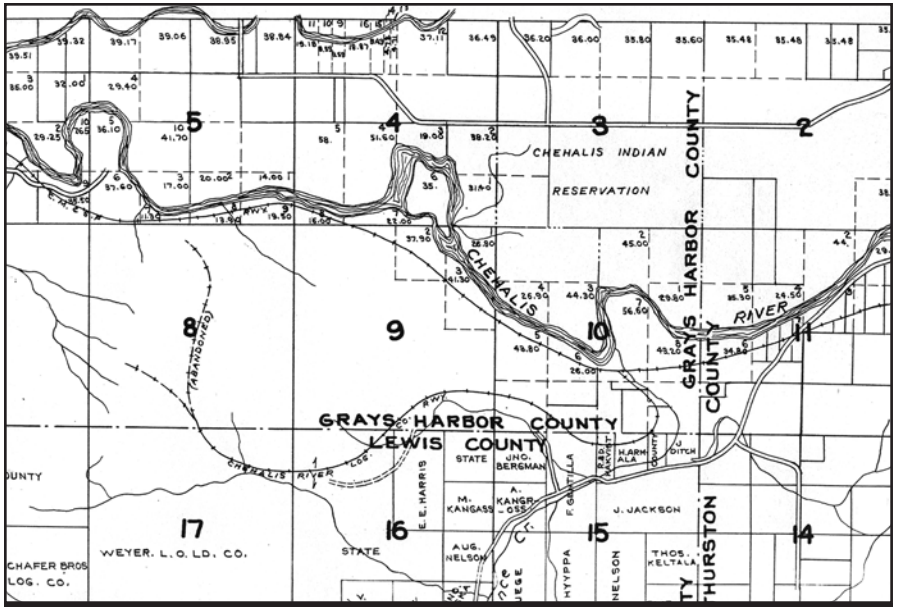


Figure 21-9 Chehalis River Logging Company Grades

Independence Logging Company

Figure 21-10 2010 West End of UP Passing Track

Figure 21-12 2010 View N at 841 Independence Road

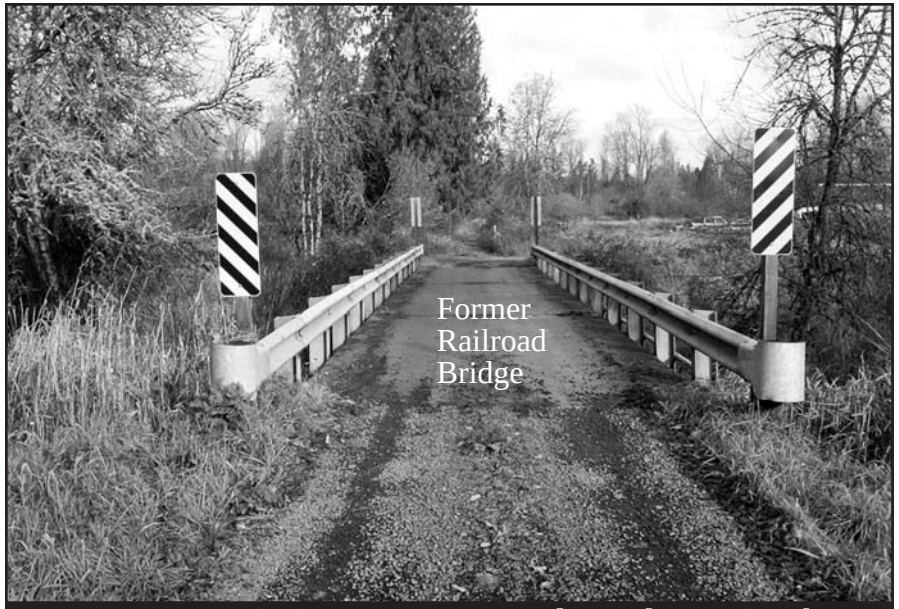


Figure 21-11 2010 View N over Independence Creek

Figure 21-13 2010 View NE toward West Side of Pond

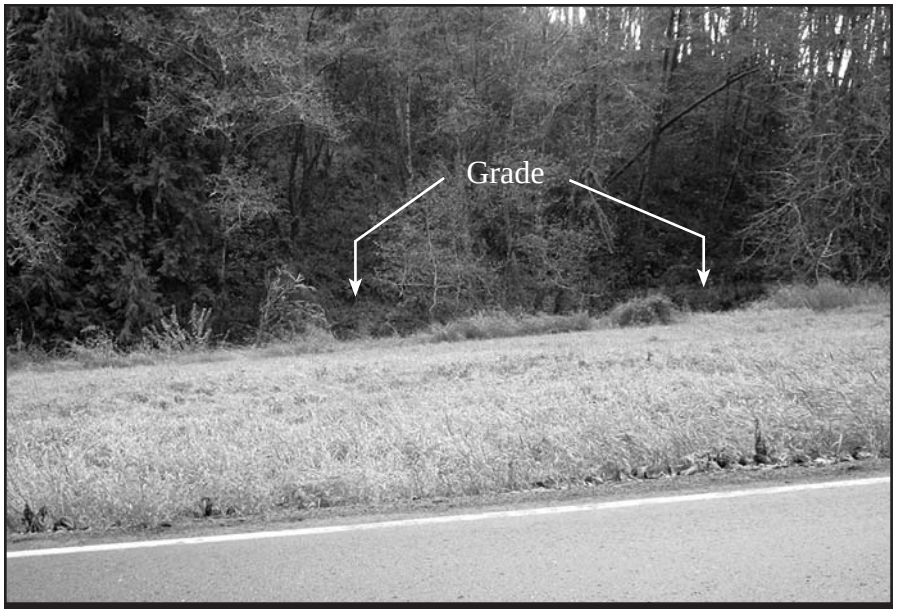


Figure 21-14 2010 View SE across Independence Creek

Figure 21-15 2010 View North from Hyppa Road

The Markham & Callow Logging Company operated the Independence Logging Company railroad after the latter company declared bankruptcy. In 1928 the line was sold to Schafer Brothers Logging Company, which wanted only some of the Independence Logging Company grades for its own use. The connection with the Union Pacific at Independence (including the east leg of the "Y") was unneeded, and after many years, the railroad along Independence Creek was abandoned. The map at the beginning of the chapter attempts to sort out ownership of the various companies that operated in this region. Much of the track built by the Independence Logging Company was actually south of the territory included in that map. Space did not allow for a complete representation. Similarly, a complete description of the Schafer Brothers Logging Company falls outside the scope of this book.

A brief tour of the railroad begins with a walk to the west end of the Union Pacific passing track at Independence. The Independence Logging Company railroad originated there. Figure 21-10 is a 2010 view west at that point. The abandoned Union Pacific grade is to the right side of the picture, while the right-of-way at the origin of the logging company is on the left. The rest of the tour is best accomplished by car. Travelling to a position southwest of the railroad's origin, Figure 21-11 looks back, to the north, across Independence Creek. At various times this bridge carried trains of the Union Pacific, Wilson Brothers Logging Company, Chehalis River Logging Company, Independence Logging Company, and the Markham & Callow Logging Company. Figure 21-12 looks north, from a point immediately north of Independence Road. The Independence Logging Company grade lies behind the line of alder trees in the background. Figure 21-13 was made at the same place, with the view shifted somewhat toward the northeast. The second mill site of the Red Cedar Shingle Company was located in the field, on the left side of the pond.

Moving southwest along Independence Road, Figure 21-14 captured the 2010 view looking southeast over Independence Creek, approximately 200 feet north of the intersection with Hyppa Road. Turn left (east) at Hyppa Road and proceed a short distance east. Figure 21-15 shows the right-of-way in a view toward the north, just before the remnant of old grade crosses Hyppa Road. Farther south, the rest of the company's extensive system of track awaits photographic documentation. Fortunately, the Thurston County portions, near the village of Independence, are readily accessible.

22

Johnson Creek Lumber Company

The Johnson Creek Lumber Company had a short, but complicated history. The business maintained a close and sometimes less than cordial relationship with other nearby logging companies and railroads. The organization began in 1907 as the Raymer Lumber Company, which was headquartered in Centralia. G. A. Raymer was one of the original trustees. He still served in that capacity in 1908 when the name of the company was changed to the Johnson Creek Lumber Company. By 1910 David McVey was President, and neither Raymer nor any of the other founding trustees were associated with the business.

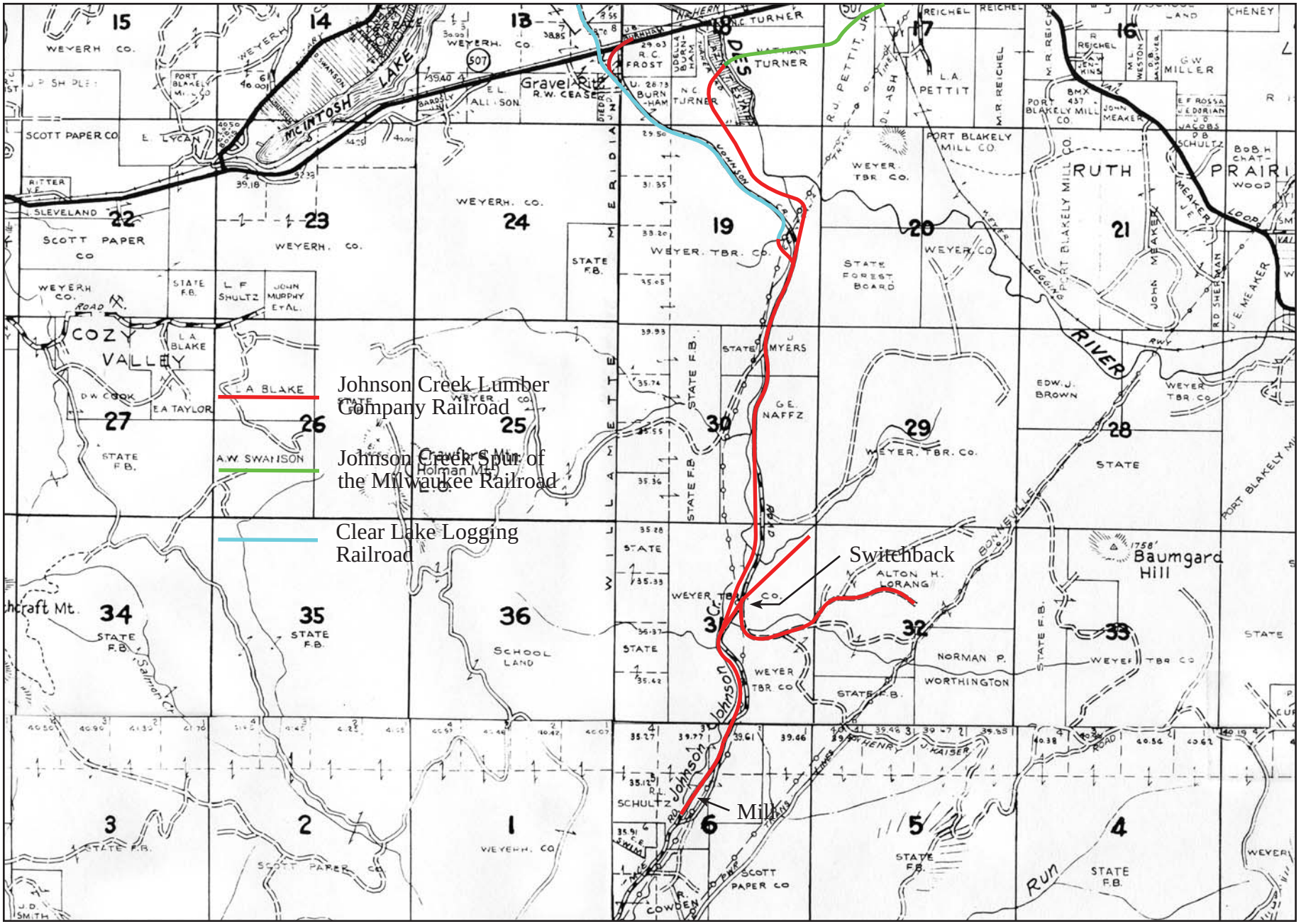
The railroad developed by the lumber company began to take shape in 1909. A 25 foot wide right-of-way originated in the north, on the west side of the Deschutes River, and ran generally south through the south half of Section 18, Township 16 North, Range 1 East. On the east side of the Deschutes River, a continuation of the same right-of-way (linked by bridge) was operated by the Milwaukee Railroad as its Johnson Creek Spur. The latter transcontinental line was aggressively courting new customers after it expanded into Thurston County, late in the first decade of the twentieth century.

In 1909, the Johnson Creek Lumber Company also obtained a similar width right-of-way farther south, over the east half of Section 30. The owners of that particular property were Cyrus A. and Theodore F. Mentzer, who conducted business as the Mentzer Brothers. These two men had incorporated the Mentzer Brothers Lumber Company in Tacoma, in 1909. The right-of-way agreement with the Johnson Creek Lumber Company allowed the Mentzer Brothers to have 50 percent ownership of a significant portion of the new railroad. All of the line north of the middle of Section 30 was to be under joint ownership. This arrangement allowed the Mentzers to ship logs from their own timberland, in Section 30, and from additional Mentzer Brothers property in the south half of the southwest quarter of Section 32. The remaining part of the Johnson Creek Lumber Company railroad was constructed through Sections 19 and 31, using easements granted by the Weyerhaeuser Company. Initially, all lumber produced at the Johnson Creek Lumber Company mill was shipped over the Milwaukee Railroad.

No significant changes were made in the three years following 1909. The November, 1912 issue of *The Pacific Lumber Trade Journal* reported the length of the lumber company's line at four miles. Late in 1912, Isaac Blumauer sold a large tract of timber, in Section 32, to the Johnson Creek Lumber Company. To reach this area, a spur and associated switchback were built to ascend the moderately steep hill on the east side of the Johnson Creek Valley.

The A. P. Perry Lumber Company began constructing a southern extension of its logging railroad in 1913. It crossed under the Prairie Line of the Northern Pacific Railroad and presented an opportunity for the Johnson Creek Lumber Company to ship products using a competitor of the Milwaukee Railroad. On 1 October 1913 an agreement was reached between the Northern Pacific and the Johnson Creek Lumber Company. It covered construction of a spur connecting the Prairie Line with the Perry railroad. The spur would be located immediately east of the undercrossing. Shortly after the agreement was signed, Perry incorporated his railroad as the Clear Lake Logging Railway (9 January 1914). Figures 35-4 and 35-5 come from Northern Pacific Joint Facilities Book # 3. Figure 35-4 looks west along the Prairie Line, in 1928, at the place (labeled 2) where the connection was built. Figure 35-5 is a closer view of that area. By 1928, a second track (labeled 3 in Figure 35-8) had been installed. The building labeled C can be seen in all three figures. The spur is also visible in Figure 35-9. This diagram was made after 1915, when the Mentzer Brothers gained control of all functioning parts of the Johnson Creek Lumber Company railroad. By then, the spur from the Prairie Line had become known as "Mentzer Spur."

One additional segment of new track was needed in order for the Johnson Creek Lumber Company railroad to complete its connection to the Prairie Line. This was accomplished by building a track 220 yards in length, in the northeast quarter of the southeast quarter of Section 19. This segment united the mainline of the Johnson Creek Lumber Company railroad and the mainline of the Clear Lake Logging Railway. Running rights over the Clear Lake line were used between this connection and the spur from the Prairie Line.



Route Map of the Johnson Creek Lumber Company Railroad and Associated Lines

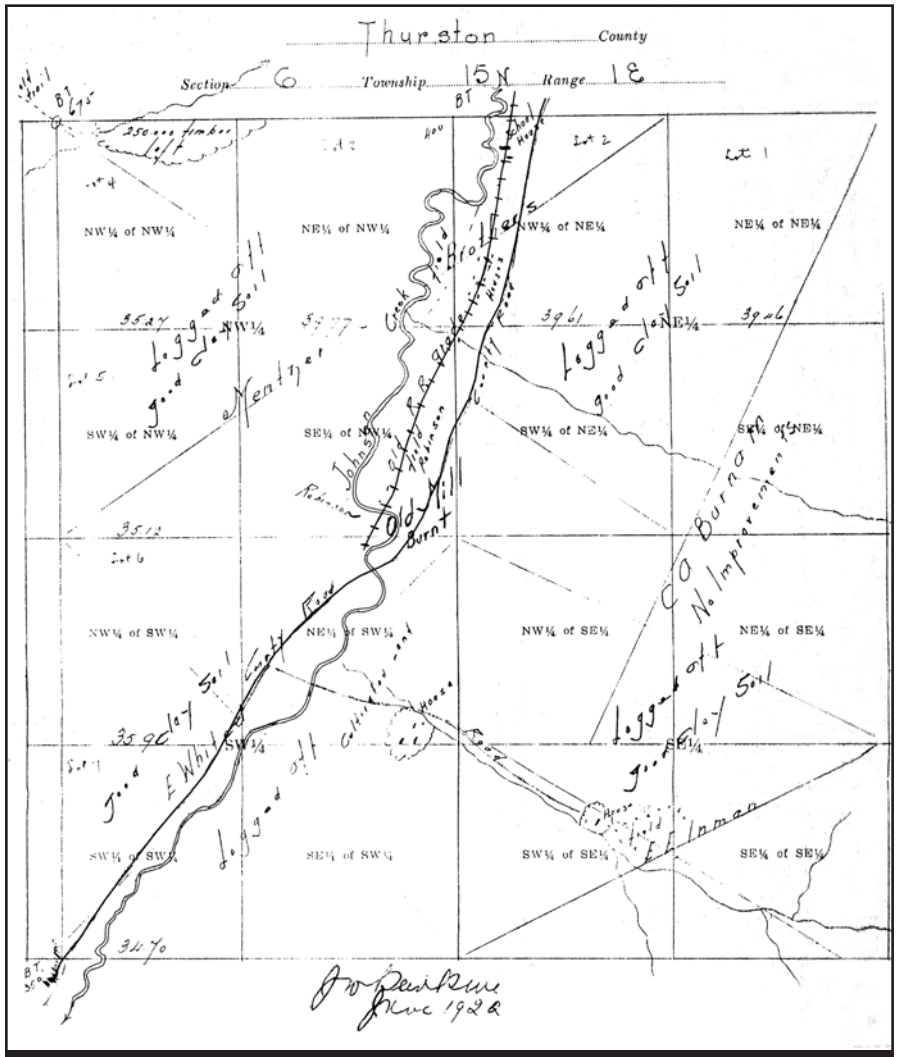


Figure 22-1 1922 Timber Cruise Showing Mill

Figure 22-2 Pre-1916 View SW toward Mill

Figure 22-3 Crew with Heisler Locomotive # 1

Johnson Creek Lumber Company

The village of Johnson Creek grew up around the company's sawmill, in Section 6, Township 15 North, Range 1 East. Both were located along Johnson Creek Road, between Highway 507 and Skookumchuck Road. A post office opened there in 1913 but was retired after the mill was closed in 1915. Figure 22-1 is part of a 1922 map preserved at the Southwest Washington Regional Archives. Oddly, it was located in a box labeled "1904 Timber Cruise of Thurston County." The map suggests that all available timber near the mill had been removed. Figure 22-2 is courtesy of Peter Replinger. It is a photograph of the Johnson Creek Lumber Company mill, sometime before fire destroyed it in 1916.

The August, 1913 issue of *The Timberman* reported an accident which occurred on the lumber company's railroad: "A logging train, consisting of a locomotive and three cars, ran away at the Johnson Creek Logging Company, near Olympia, July 23. Forty of the logging crew were able to jump to safety and were unhurt, but the engineer waited too long and was injured. Just after he jumped the boiler exploded." Figure 22-3 is also courtesy of Peter Replinger. The crew of the lumber company's Engine #1 were posed next to their Heisler locomotive.

Figure 35-6 reproduces part of a map dated 16 April 1914. It is preserved at the Washington State Archives as map # 237. The "end of track" of the Clear Lake Logging Railroad can be seen, as well as the previously mentioned connection to the Johnson Creek Lumber Company railroad. A surveyed southward extension of the Clear Lake Logging Railroad is seen, but that particular grade was not built. Instead, that company eventually incorporated some of the southern portion of the Johnson Creek Lumber Company railroad into its own mainline. As late as 1928 the Green River Lumber Company (a successor to the A. P. Perry Lumber Company) was still using some old Johnson Creek Lumber Company grades. Please see Chapter 35 for further details about these lines.

Two documents dated 23 November 1915 (one in Thurston County Miscellaneous Book 13 and the other in Deed Book 92) provide useful insight into the events of that year. The Johnson Creek Lumber Company had been adjudged involuntarily bankrupt on 9 April 1915. The Mentzer Brothers Lumber Company was the bankrupt company's primary creditor. The Mentzers acquired virtually all the assets that had belonged previously to the Johnson Creek Lumber Company. This included the entire mill and 500,000 board feet of logs which had been felled, but still remained in the woods. The railroad was described as "consisting of right-of-way and ties from [a] point near Deschutes River to Johnson Creek mill with spurs extending partly through [the] Blumauer tract and to [the] road of [the] Perry Lumber Company." The implication was that rails had already been removed from the bankrupt company's track. The Clear Lake Logging Railroad subsequently re-laid track on some of the Johnson Creek Lumber Company right-of-way, through the northeast part of Section 30, and in Section 19.

Figure 22-4 View S at 17001 Johnson Creek Road

Figure 22-5 2010 View S toward the Switchback

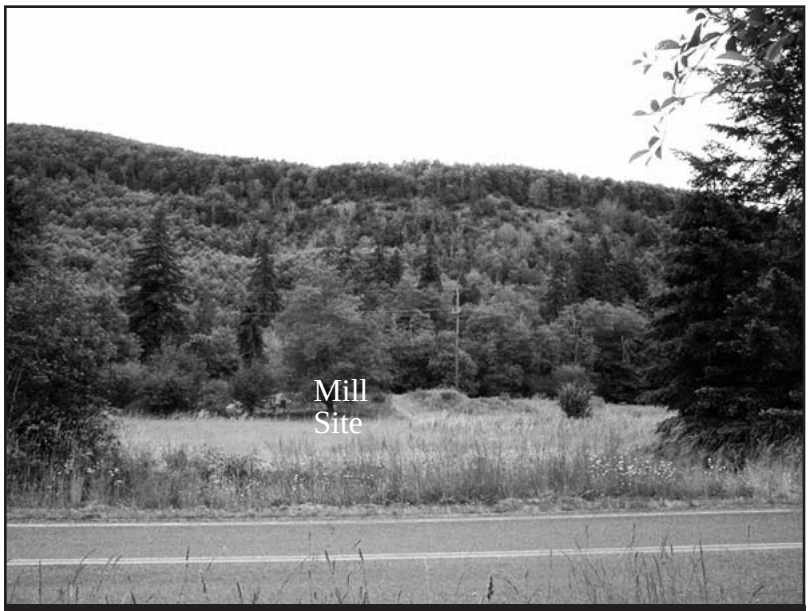


Figure 22-6 2010 View W toward Site of Mill

After 1915 there was scant traffic on the Milwaukee Railroad's Johnson Creek Spur. Most of the portion of that spur, between the Deschutes River and Rainier, was retired in 1916 (see Figure 17-1) but reactivated about 1917 and operated by the Gruber-Docherty Lumber Company. That usage ended after the latter company's Rainier mill burned. The balance of the Johnson Creek Spur was removed in 1928, under Milwaukee Railroad AFE # 28-620.

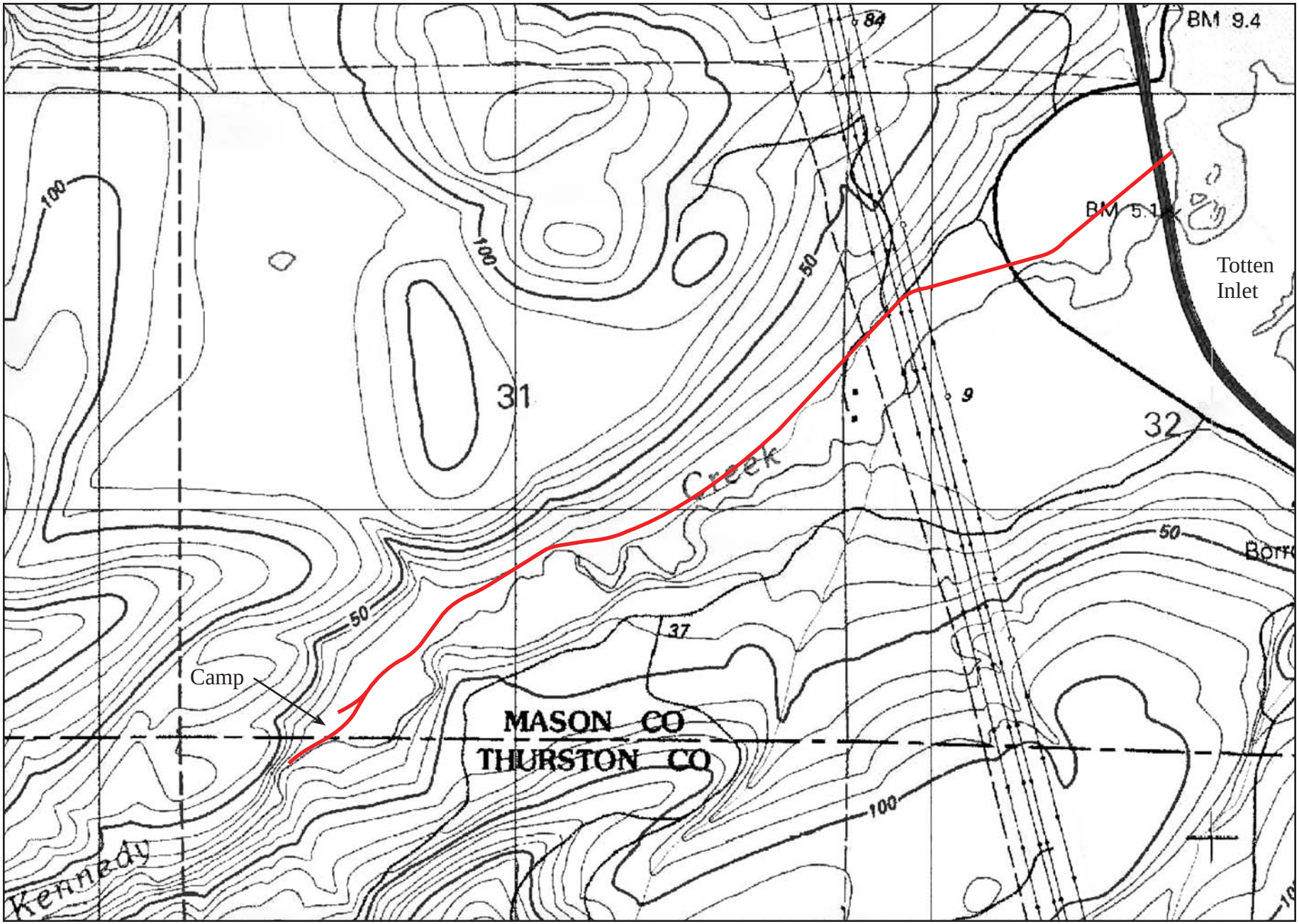
A few remnants of the Johnson Creek Lumber Company and its railroad can be observed by automobile. Begin a tour by turning south, from Highway 507, onto Turner Road. Figures 17-7 and 17-8 show the lumber company's grade at 15030 Turner Road.

Return to Highway 507 and drive west, then turn south on Johnson Creek Road. Just before the direction of Johnson Creek Road changes from southeast to southwest (in the southeast quarter of the northeast quarter of Section 19) a logging road to the east takes you to an intersection with the Johnson Creek Lumber Company grade. Northwest of that point, the right-of-way mostly follows a present day logging road.

Continuing south on Johnson Creek Road, Figure 22-4 looks south at 17001 Johnson Creek Road. Here the railroad grade is straight ahead, while on the left, the county road climbs. Farther south, Figure 22-5 was made at the switchback used to access the Blumauer tract. The dirt road curving up the hill was the upper segment of the switchback, while Johnson Creek Road, on the right, occupies the lower segment. At the site of the mill, Figure 22-6 is a photograph facing west, over Johnson Creek Road. Several mounds of earth identify the place where the sawmill stood, at 18731 Johnson Creek Road.

The Johnson Creek Valley is relatively quiet today, in sharp contrast to the bustle of activity that constituted daily life here, one hundred years ago.

Johnson Creek Lumber Company



Route Map of the Libby-Hay Company Railroad

23
Libby-Hay Company

At various times between the early 1880s and 1906, three different organizations envisioned building a railroad in the region of Oyster Bay, at the head of Totten Inlet. The Libby-Hay Company was the last of the three. While the first of these projects existed only on paper, the latter two railroads actually operated, though not concurrently.

The first proposal was conceived as early as 1881. Around that time, the land office of the Northern Pacific Railroad was selling some of its property received from the Federal Government as compensation for constructing a transcontinental railroad. One such parcel, at Oyster Bay, was described in Mason County Deed Book 1, page 301. That document discussed a previous mortgage on the property which was dated 1 June 1881. Therein, the Northern Pacific reserved a right-of-way, 400 feet wide, to be used for either a main or branch railroad line.

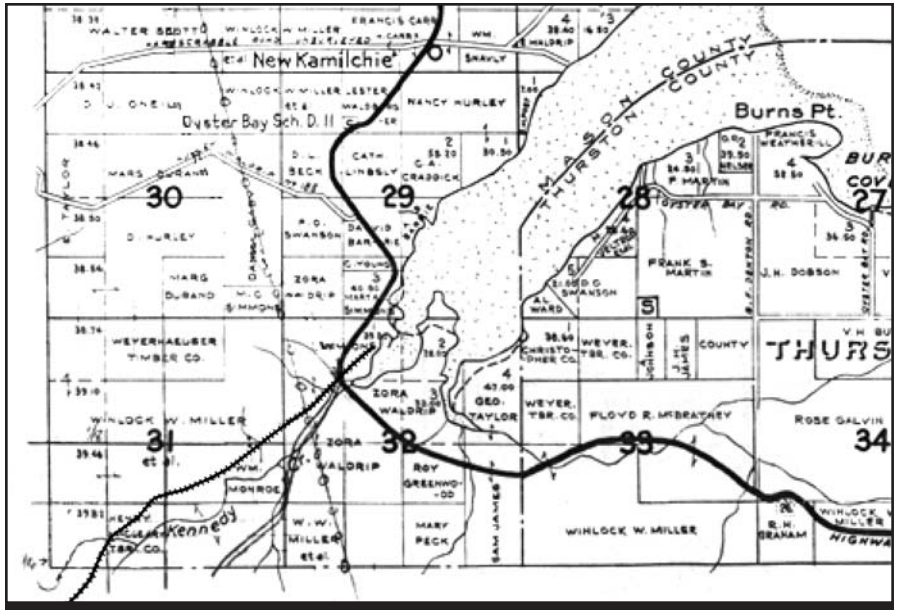


Figure 23-1 1929 Map of Oyster Bay

All prospects for constructing a line at Oyster Bay had vanished by 28 November 1896, when the receiver of the insolvent Northern Pacific Railroad signed a quit claim deed related to the above-mentioned property (Mason County Deed Book 5, page 548). The instrument released the right-of-way to Richard Sandham, who was the current owner of the surrounding land. No survey of this Northern Pacific right-of-way has been found, but the logical course for it would have been along Kennedy Creek.

The second proposed railroad came into existence in 1894 when Mark Draham built a logging line at Oyster Bay. More than a decade later, the Libby-Hay Company constructed the last of the railroads to reach Puget Sound at the southern end of Totten Inlet.

H. A. Libby and W. W. Hay incorporated the Libby-Hay Company in Seattle on 6 August 1906. Commencing in 1907, the company operated a short logging railroad along Kennedy Creek, with a terminal at Oyster Bay. While most of the known line was in Mason County, there is evidence that the southwestern part of the line crossed into Thurston County. Figure 23-1 comes from a series of 1929 Mason County maps in the collection of the Washington State Library. After the map was published, the railroad's right-of-way was added by the hand of an unknown person who presumably had first-hand knowledge of the area.

Part of the Libby-Hay railroad utilized the right-of-way constructed in 1894 by Mark Draham. Draham harvested timber near Oyster Bay until 1895. Later, a series of people owned the land that Draham had logged. The Libby-Hay Company bought a right-of-way over this property on 1 September 1907. The transaction was recorded on page 64 of Thurston County Miscellaneous Book 19. The parcel involved was in the northeast and northwest quarters of Section 32, Township 19 North, Range 3 West. The right-of-way was 25 feet wide and lay east and north of the county road "at the head of Oyster Bay." The document allowed the Libby-Hay Company to construct a rollway and landing. The right-of-way was "to extend from the county road at the point where it is crossed by an old logging road in a straight line, or nearly as practical, to the point on the tide water where the rollway shall be constructed." The term of the agreement was two years. Tax and deed records suggest that the railroad extended into Thurston County only as far as the northwest quarter of Section 6, Township 18 North, Range 3 West. The 1908 and 1909 Thurston County property tax for that particular part of Section 6 noted that K. W. Hay was the owner.

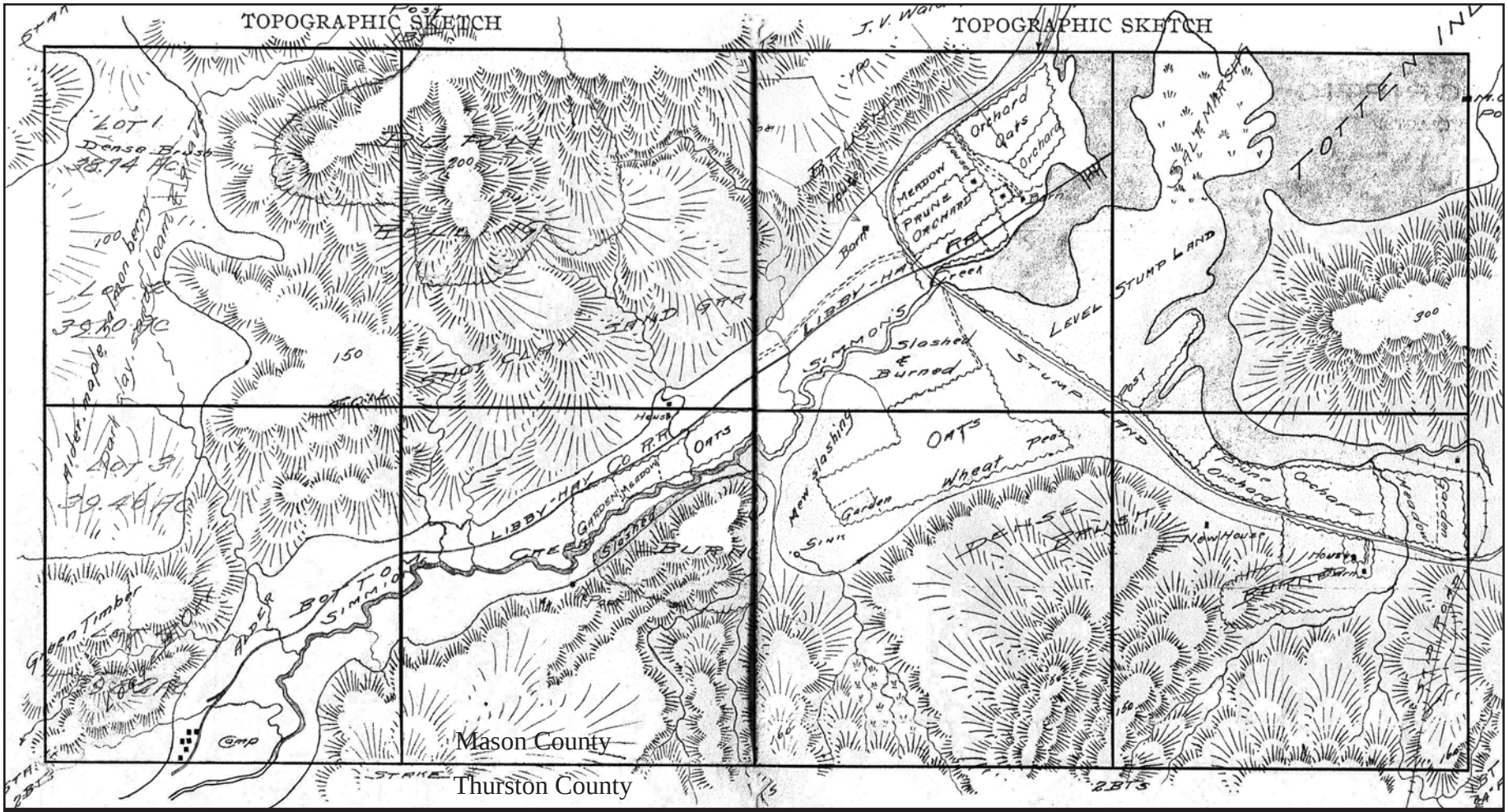


Figure 23-2 1909 Mason County Timber Cruise of Sections 31 and 32, Township 19 North, Range 3 West

The geography at Oyster Bay has been altered significantly by construction of Highway 101, which is located east of the place where the county road existed in 1907. After that county road was paved, it became Olympic Highway. Later, after U. S. Highway 101 was built, the name of the original county road was changed to Old Olympic Highway. In addition, when the old county road was paved (and became Olympic Highway), it was reconfigured at Oyster Bay in order to reduce a sharp curve.

Figure 23-2 is a composite map of Sections 31 and 32, Township 19 North, Range 3 West. It was made from the July, 1909 timber cruise of Mason County, Washington. The railroad and rollway at Oyster Bay are easily seen. The company's camp is also shown in the lower left corner, immediately north of the boundary between Mason and Thurston Counties. The camp was situated on a plateau of land west of Kennedy Creek. At the time this cruise was made, Kennedy Creek was known as Simmons Creek. It was named for Marion Simmons, who resided at Oyster Bay prior to 1900.

Libby-Hay Company

Figure 23-3 C. 1940s Aerial Photograph at Oyster Bay

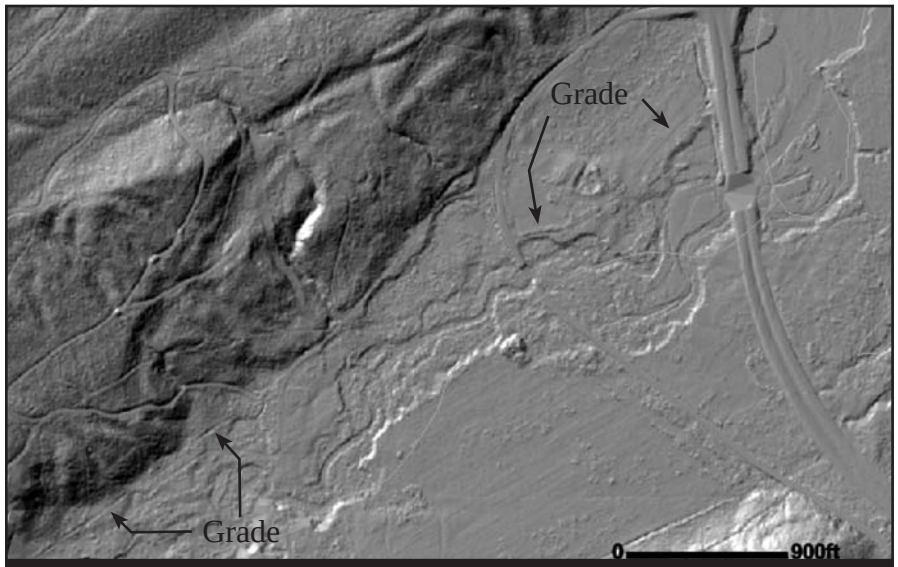


Figure 23-5 2003 Lidar Hillshade Aerial Image

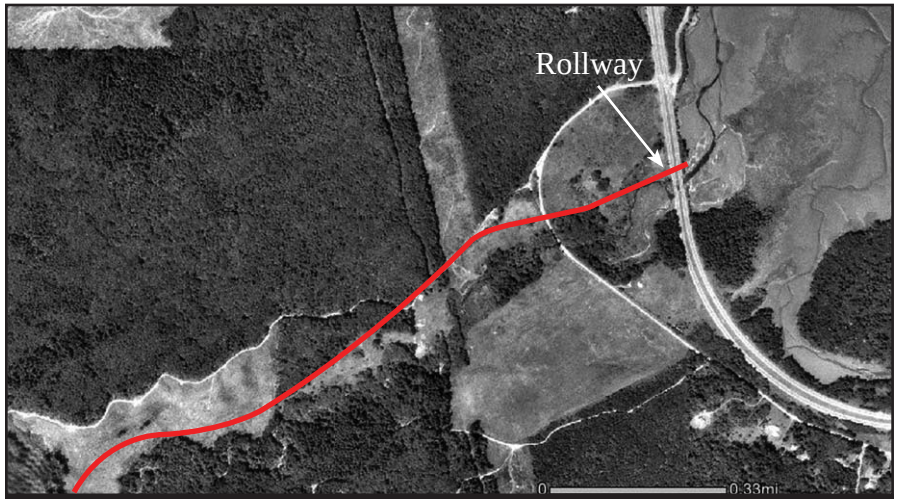
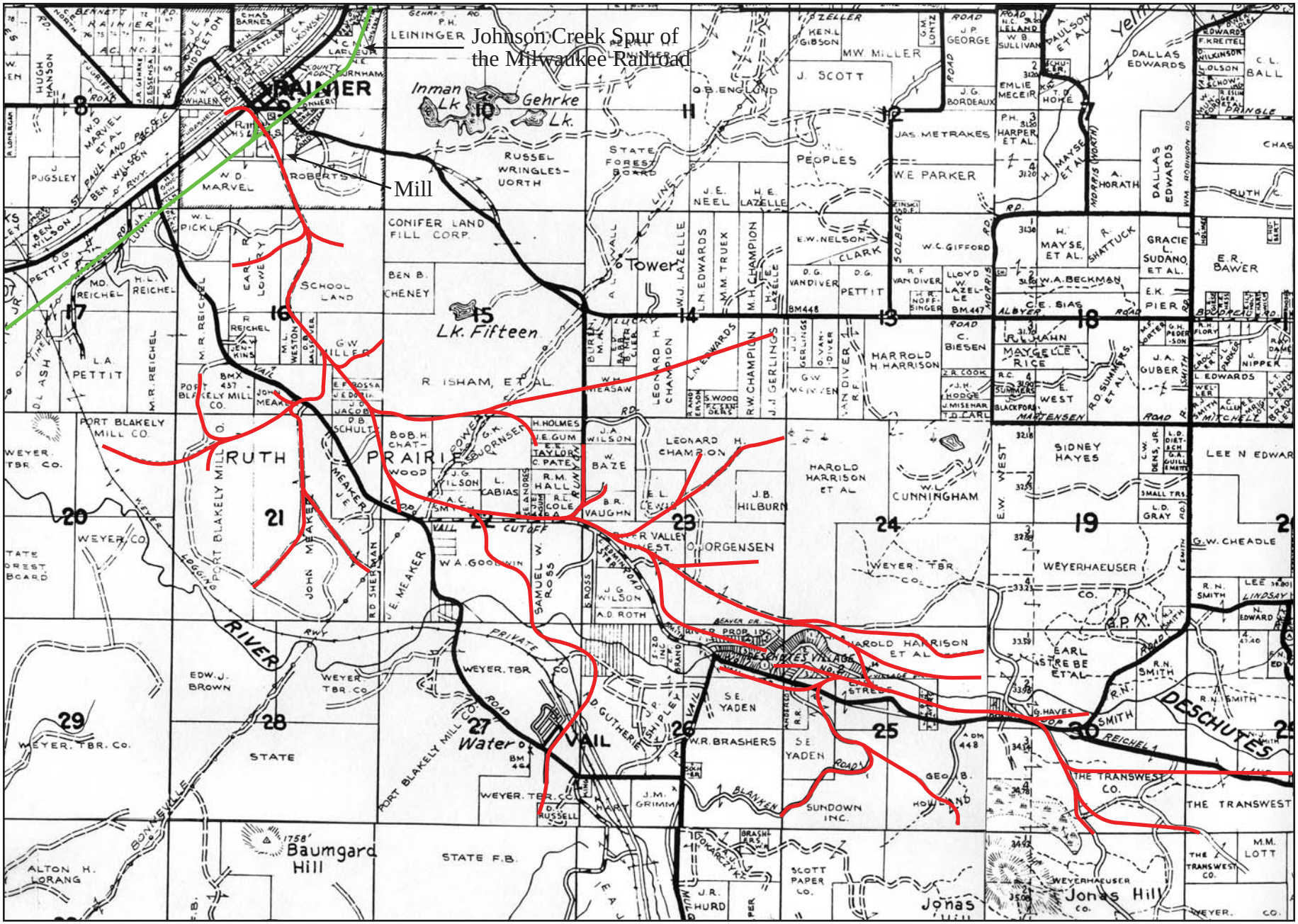


Figure 23-4 1990s Aerial Photograph at Oyster Bay

Figure 23-3 is an aerial photograph taken in the 1940s, after the Olympic Highway had been built. The position of the rollway is indicated. A faint trace of the railroad remained where it crossed the Olympic Highway. Figure 23-4 is an aerial photograph taken after U. S. Highway 101 was completed. The rollway was mostly gone, buried by construction of the modern highway. However, the grade remained visible on the east side of what is now Old Olympic Highway, immediately north of Kennedy Creek. There, the grade was used as a driveway. West of that location, a logging road now occupies the old right-of-way as it crosses under several power transmission lines. Approximately 100 yards southwest of that point, the railroad grade diverges from the unpaved logging road. That dirt road turns south, while the Libby-Hay grade continues in a southwest direction, hugging the hill on the north side of Kennedy Creek. Figure 23-5 is a 2003 Lidar Hillshade aerial image of this region.

The rails eventually led to the company's camp, in the southwest quarter of Section 31. This area, along Kennedy Creek, has returned to its natural scenic state. Unfortunately, there is currently no public access to this area. Grades within Thurston County remain unexplored.

Libby-Hay Company



Route Map of the Lindstom-Handforth Lumber Company Railroad

24
Lindstrom-Handforth Lumber Company

The business that preceded the Lindstrom-Handforth Lumber Company began with the partnership of Herbert Walter White (one of the White Brothers described on page 122), Robert Pettit, and Frank L. Hale. These men incorporated their venture as the Bob White Lumber Company on 19 November 1907. By the end of the same year, the company was operating a 2.0 mile logging railroad that supplied logs to the Bob White mill. The sawmill was located on the south side of Rainier, in approximately the region between the grounds of the current Rainier High School and the Rainier Sportsman's Club. Figure 24-1 is a post-1910 diagram of the mill, which had an artificial log pond on its south side. Figure 24-2 is a 1909 view south toward the mill, courtesy of the University of Washington Library. The lumber company's railroad extended south from the log dump, into the woods. According to *Western Railway and Logging Directory*, the logging line was four miles long in both 1908 and 1910. Figure 24-3 is courtesy of the Washington State Historical Society in Tacoma. The photograph shows a Heisler locomotive working at the end of a Bob White logging spur.

A major change occurred in the Bob White Lumber Company at the beginning of February, 1910. E. G. Lindstrom was the company's president and T. J. Handforth was secretary. Pettit and Hale no longer were officers in the organization, and H. W. White's name did not appear in any of the documents related to an obvious change in the company's ownership. The corporation's name was altered to Lindstrom-Handforth Lumber Company on 4 April 1910, and its business address changed from Rainier to Tacoma. The illustration on this book's dedication page displays a Climax locomotive used by the reorganized company.

The Pacific Lumber Trade Journal reported that the length of the railroad had contracted to two miles by November of 1912. Thereafter, the fortunes of the company improved steadily, and when the sawmill at Rainier burned, in 1927, the company had ten miles of operating track. The mill was not rebuilt and its associated railroad was removed. However, one grade of the Lindstrom-Handforth Lumber Company, south of the Deschutes River, was reused later by the Skookumchuck Railroad (predecessor of the Chehalis Western Railroad). It became part of the Deschutes Mainline of that railroad. As such, it was utilized to resume harvesting Weyerhaeuser timber in areas where work had been halted after the fire at the Lindstrom-Handforth mill. Figure 24-4 comes from 1925-1929 maps of Township 16 North, Ranges 1 and 2 East. It reveals the farthest southeastern extent of the Lindstrom-Handforth Lumber Company railroad. By 1937, when the map in Figure 24-5 was made, the Weyerhaeuser Company (owner of the Skookumchuck Railroad, and its successor, the Chehalis Western Railroad) was the operator of these grades in Township 16 North, Range 2 East.

In Rainier, the mill's original outside rail connection was to the Prairie Line of the Northern Pacific Railroad. In 1910, after the Milwaukee Railroad built its Johnson Creek Spur through the south part of Rainier, a junction with that spur was created as well. Figure 24-6 comes from the 1916 U. S. Geological Survey Map that included the region near Rainier. It outlines these relationships and displays the extent of the railroad in that year. In 1919, a dispute with the Northern Pacific Railroad was heard by the Washington Utilities and Transportation Commission (Case # 4768). Figure 24-7 is a map included with those proceedings. Although not to scale, the relative positions of the mill, the log pond, and various nearby tracks, are demonstrated. The figure also suggests that, in 1919, the connection to the Northern Pacific Railroad included an overhead crossing of the Milwaukee Railroad's Johnson Creek Spur. Figures 24-8 and 24-9 come from Northern Pacific Railroad Joint Facilities Book 3 and were made in May of 1928, after the Rainier mill had burned. Figure 24-8 looks southwest, in Rainier, along the Prairie Line of the Northern Pacific. The letter "A" is now Highway 507 while the number "5" was the Northern Pacific spur that previously served the Lindstrom-Handforth mill. Figure 24-9 is a view south, along the same mill spur. The road between the letters "C" and "D" was the predecessor of Highway 507. Again, the number "5" is the Northern Pacific mill spur. One lumber shed, which apparently survived the fire, is seen on the far right. The overhead crossing of the Milwaukee Railroad's Johnson Creek Spur was no longer present, as that spur had been removed in 1928.

A tour of the railroad begins in Rainier. Figure 24-10 is a view southwest, from Minnesota Street, at the place where the Yelm-Tenino Trail crosses that street. The trail occupies the abandoned Northern Pacific Prairie Line. The Northern Pacific spur to the Lindstrom-Handforth mill connected to the Prairie Line here, joining it on the left side of the photograph (see Figure 24-8 above). Farther south, immediately south of the west end of the current Rainier High School, Figure 24-11 is a 2011 photograph looking south, toward the place where the sawmill stood. The main mill building was situated at the place where a clump of trees is seen, just to the left of the middle of the photograph.

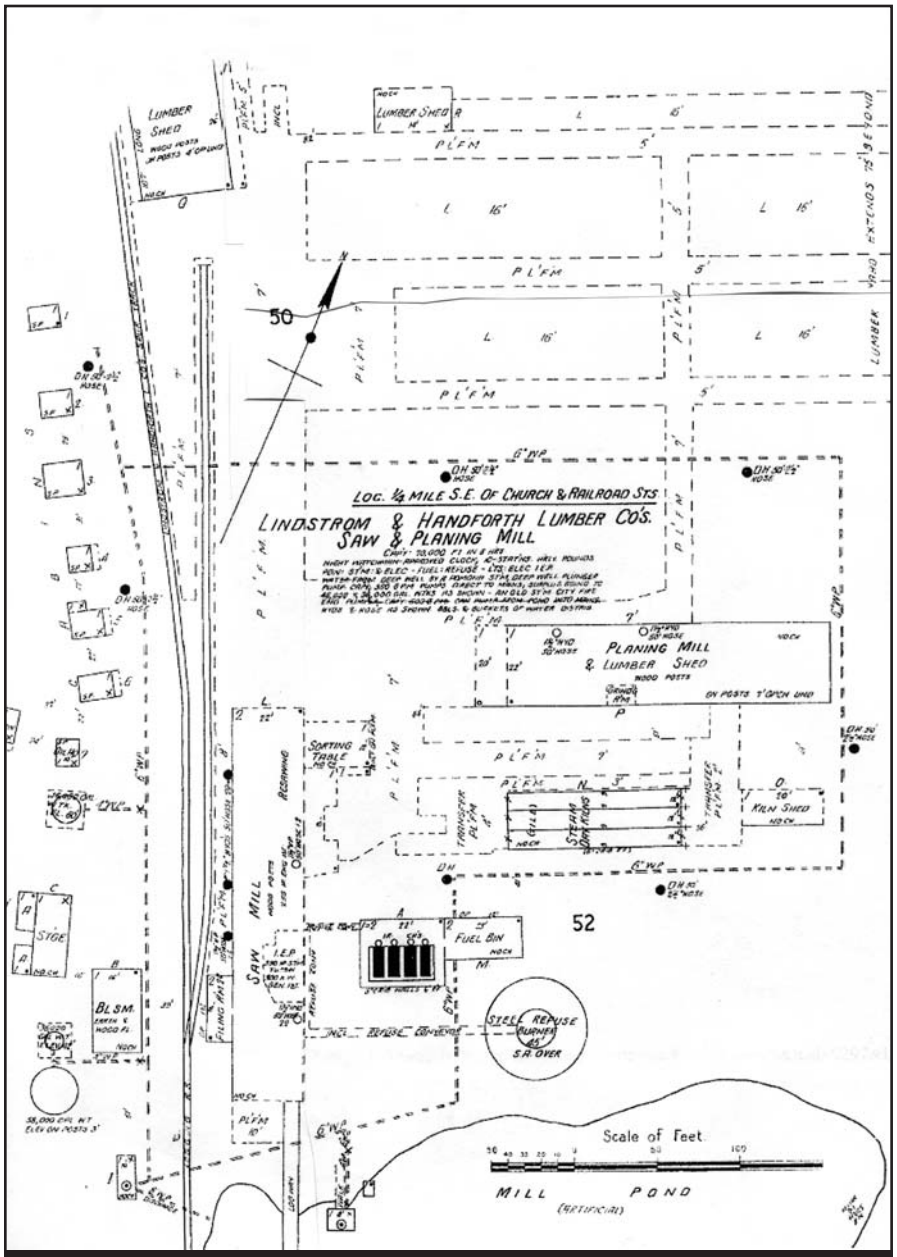


Figure 24-1 Post-1910 Map, Lindstrom-Handforth Mill

Figure 24-2 1909 View South at the Bob White Mill

Figure 24-3 Bob White Heisler Locomotive

Lindstrom-Handforth Lumber Company

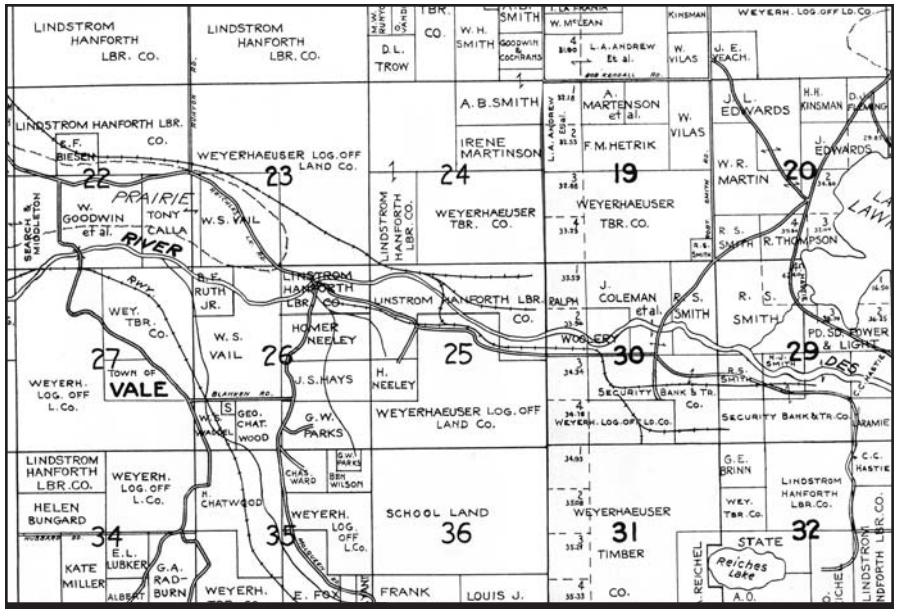


Figure 24-4 1927 Grades in T 16 North, R 1 & 2 East

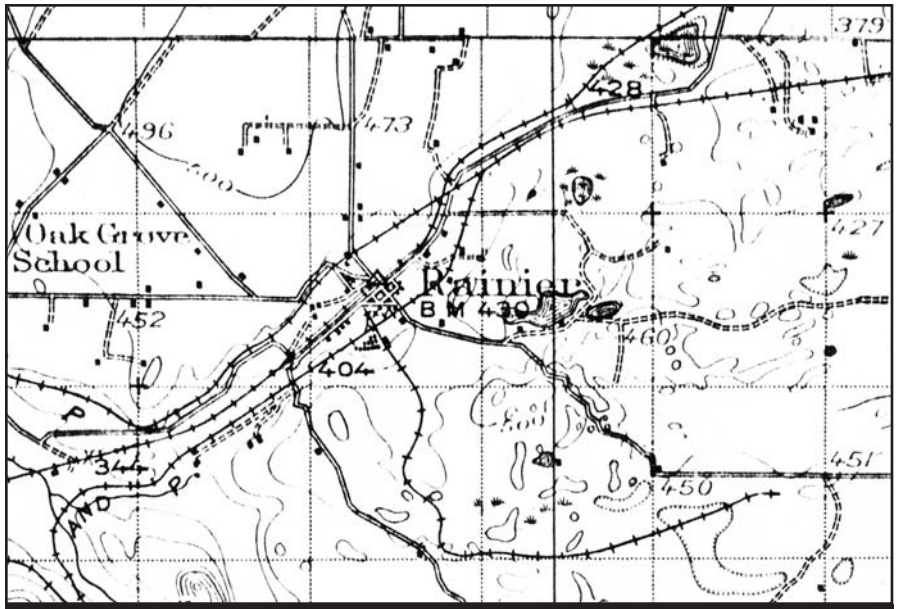


Figure 24-6 1916 Geological Survey Map at Rainier

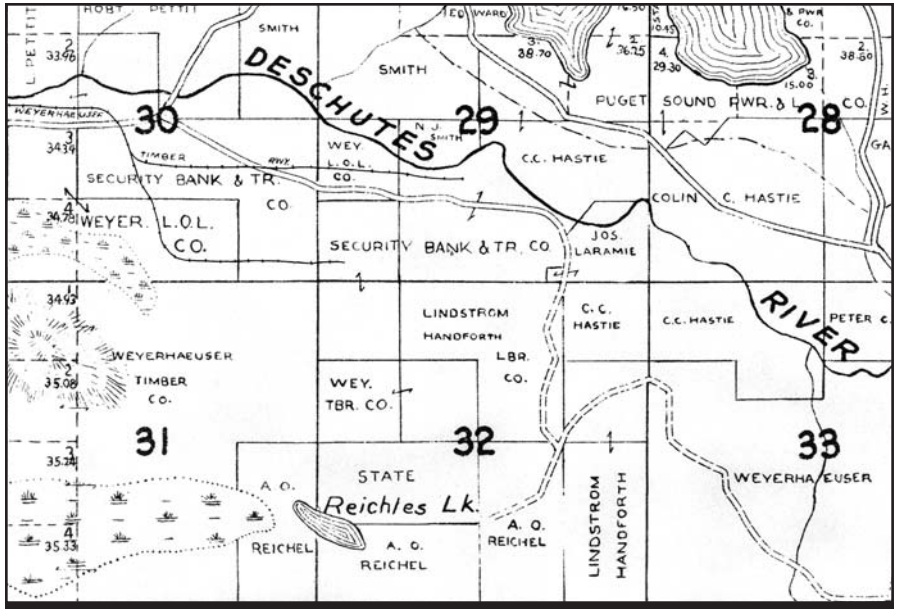


Figure 24-5 1937 Grades Labelled as Weyerhaeuser Rwy.

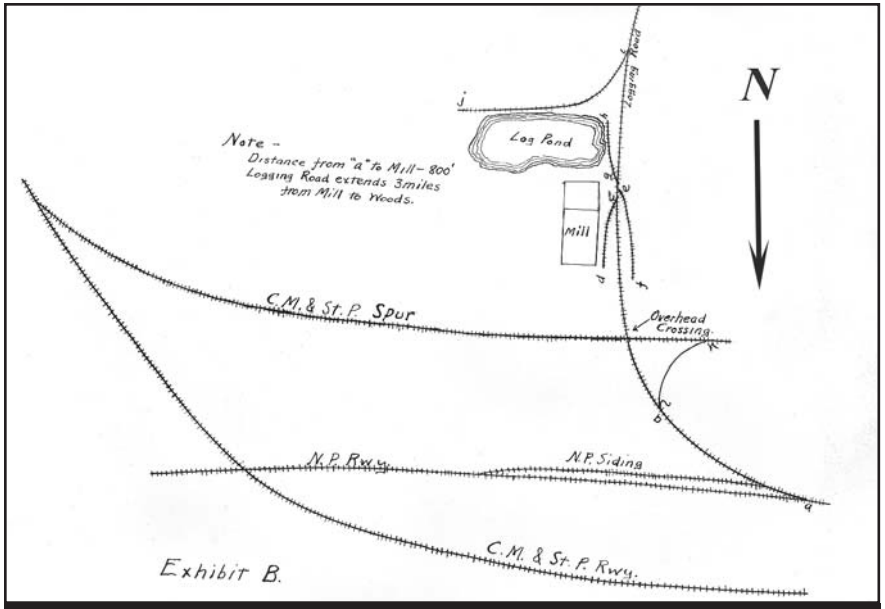


Figure 24-7 1919 Track Plan at the Mill in Rainier

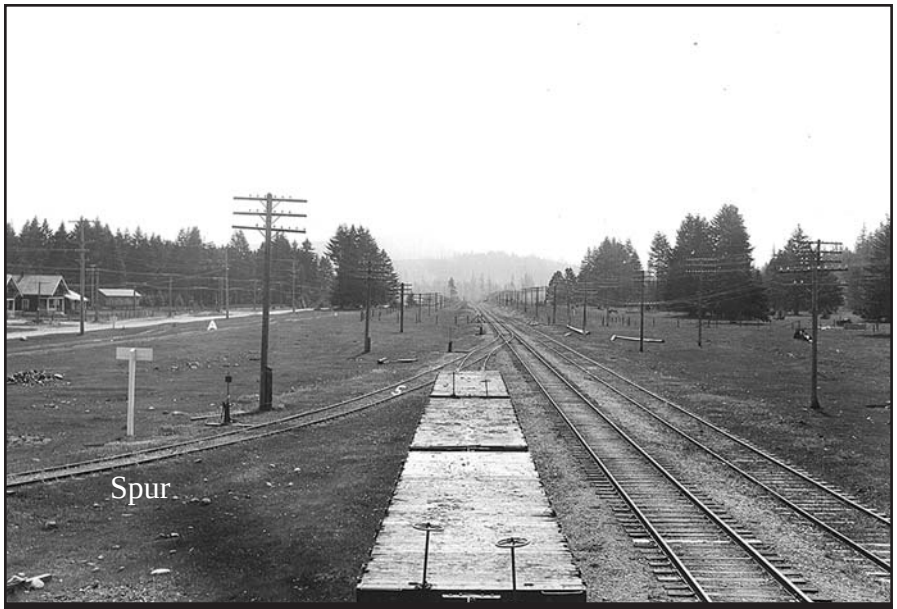


Figure 24-8 1928 View SW at Origin of NP Spur to Mill

Figure 24-10 2001 View SW from Minnesota Street

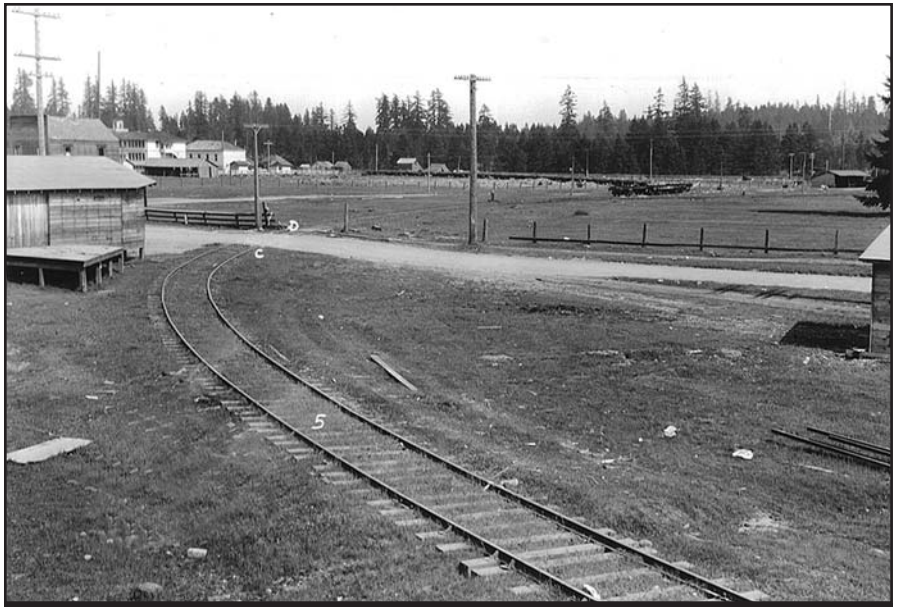


Figure 24-9 1928 View S along NP Spur to Burned Mill

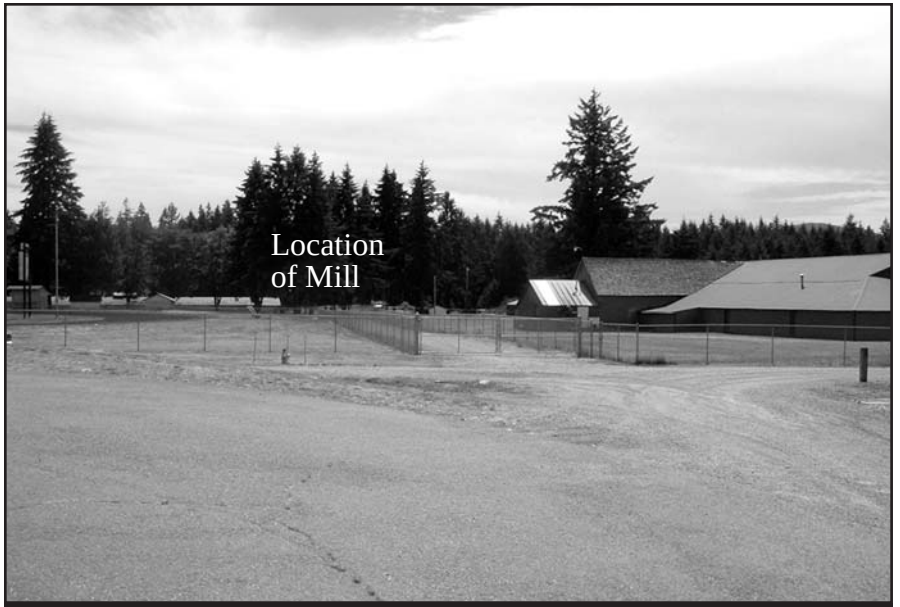


Figure 24-11 2011 View S toward Former Mill Site

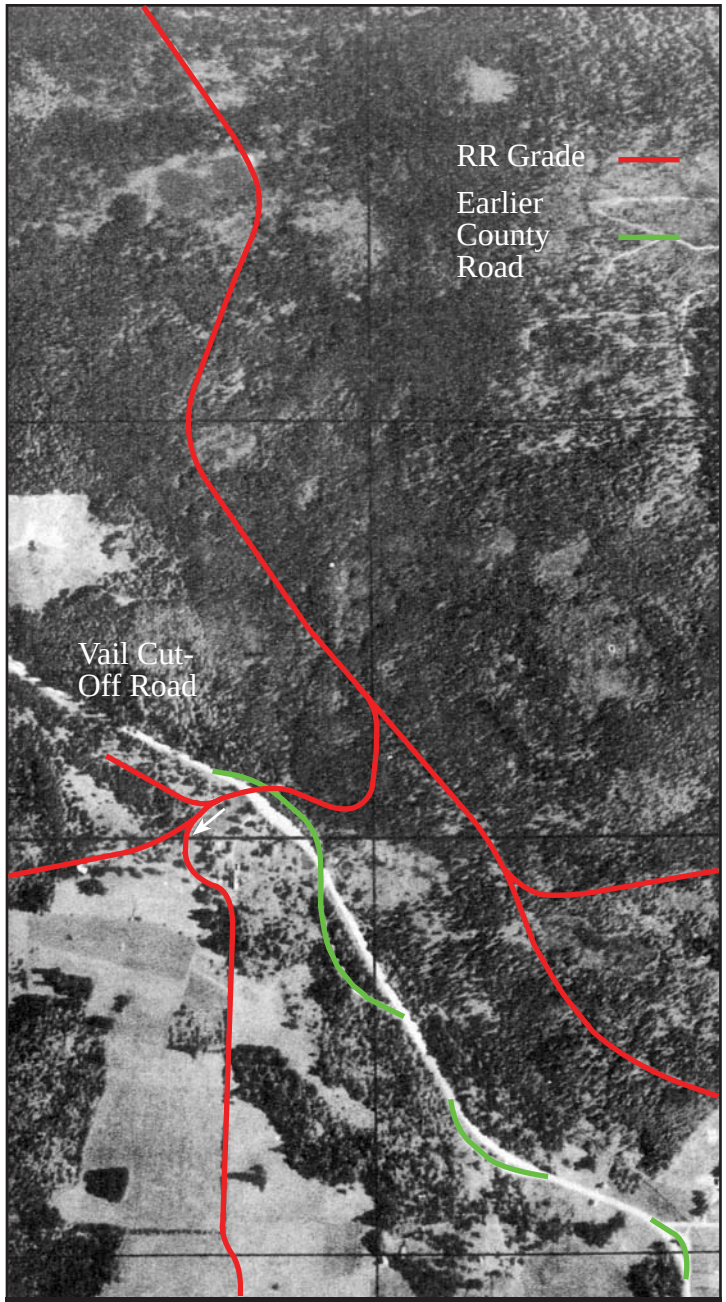


Figure 24-12 1944 Aerial Photograph

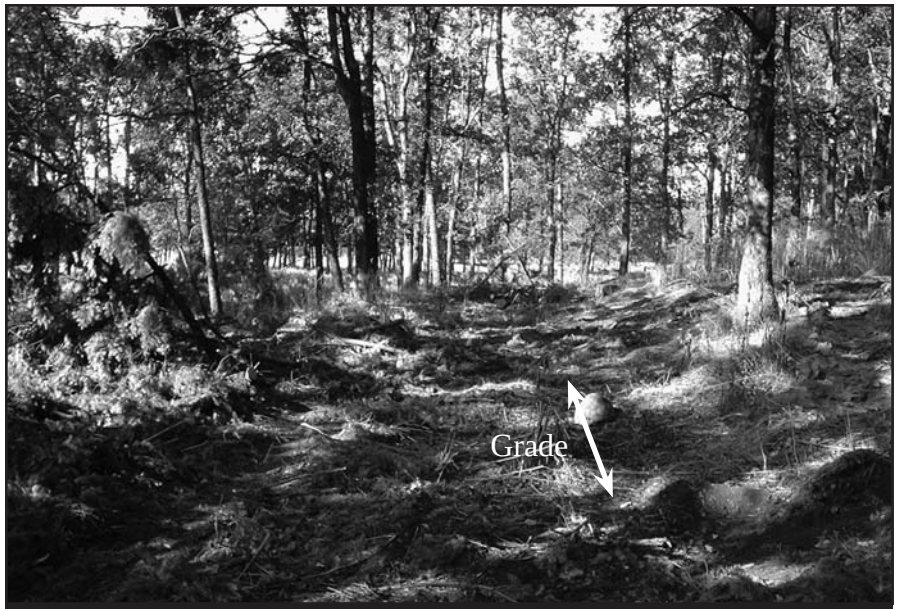


Figure 24-13 2009 View SW, West of Vail Cut-Off Road

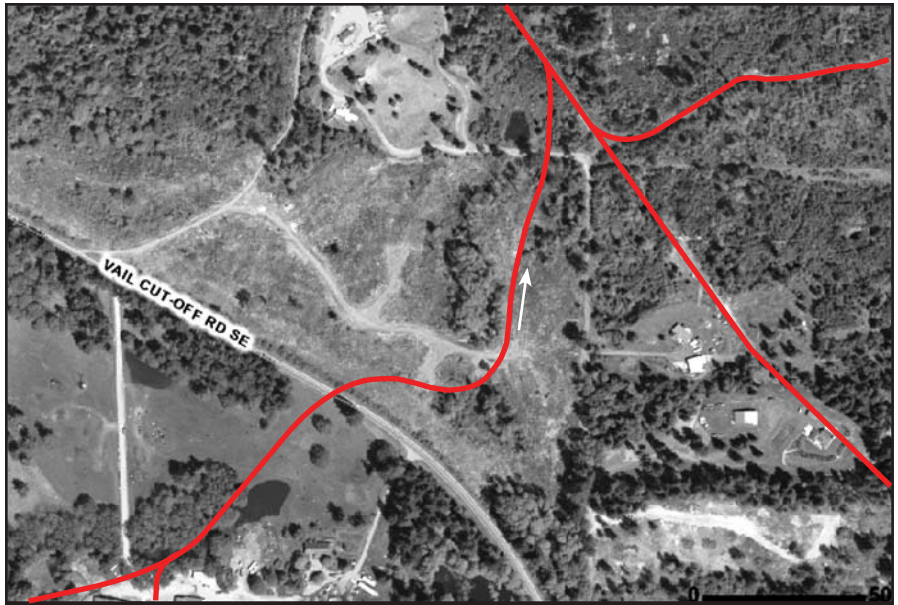


Figure 24-14 2008 Aerial Photograph, Vail Cut-Off Road

Drive southwest on Highway 507 and turn left (south) on Vail Cut-Off Road. A branch of the railroad crossed the latter road approximately 150 feet northwest of the driveway at 12307 Vail Cut-Off Road. Permission for the crossing was granted in 1914 by the Public Service Commission of Washington (Case # 1666). The track was described as being curved for 150 feet south of, and 200 feet north of the intersection with the contemporary county road. A trace of the grade could be discerned in a 1944 aerial photograph of this area, and is highlighted in Figure 24-12. In that figure, a small white arrow indicates the direction and position of the photograph presented in Figure 24-13, which is a view toward the southwest, taken in 2009.

Figure 24-14 is a modern aerial photograph of this branch line, between the mainline and Vail Cut-Off Road. The small arrow seen in this figure indicates the direction and position of the grade as presented in Figure 24-15. Some of the southern part of Section 16 and most of Section 21, Township 16 North, Range 1 East, was logged using this branch. An extension of that track was used to log the northeast quarter of Section 20 (same township and range) and was represented as a trail in the 1949 topographical map shown in Figure 24-16.

Continue south on Vail Cut-Off Road, and then east on the same road, beyond the origin of Vail Loop Road. The lumber company built another branch line in 1922. It crossed Benson Road (an earlier name for Vail Cut-Off Road) at 13017 Vail Cut-Off Road. Figure 24-17 is a map submitted to the Washington Utilities and Transportation Commission with a request to authorize this grade crossing. Next year, this branch was extended south, crossing the Deschutes River. The extension required another grade crossing, at East Union School Road (an earlier name for Vail Loop Road), which was authorized in 1923. Figure 24-18 is a map from that application. Manley W. Goodwin took me on a tour of this branch line. He pointed out the place where it crossed the Deschutes River. That spot, located where a small stream enters the Deschutes from the south, can be found on the map at the beginning of this chapter. North of the river crossing, Figure 24-19 is a 2010 photograph looking northwest in a cut. That cut is designated by a small white arrow on the modern aerial photograph presented in Figure 24-20.

South of the Deschutes River, a remnant of this branch can be found immediately northwest of the right-of-way used by the Deschutes Mainline of Weyerhaeuser's Skookumchuck Railroad (see the map at the beginning of Chapter 13). After skirting the east side of the future site of the town of Vail, this branch line reached as far south as Sections 34 and 35, Township 16 North, Range 1 East (see Weyerhaeuser Archives, Box 192, Folder: "Lind-Ly"; 1925).

Figure 24-15 2010 View N, North of Vail Cut-Off Road

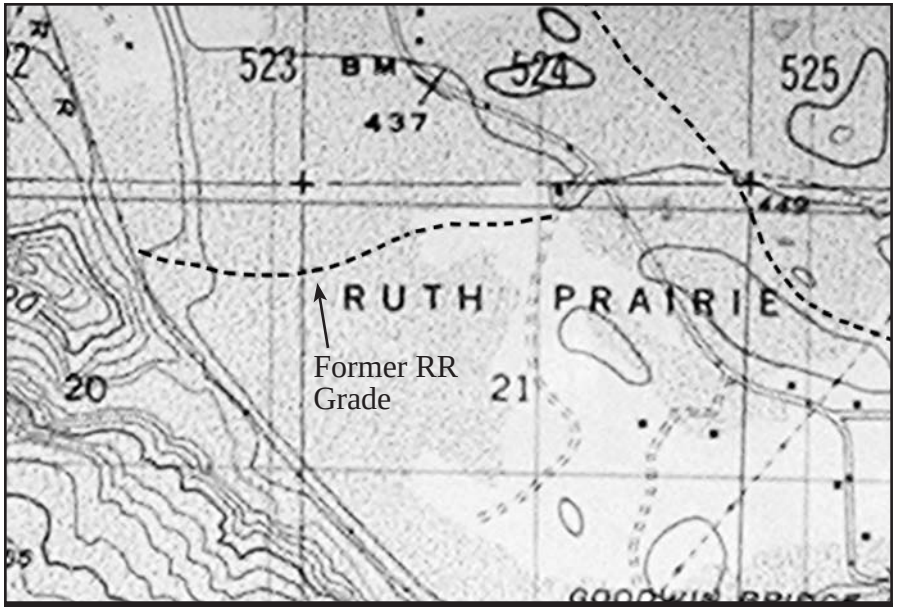


Figure 24-16 1949 TOPO Map, Trail to NE of Section 20

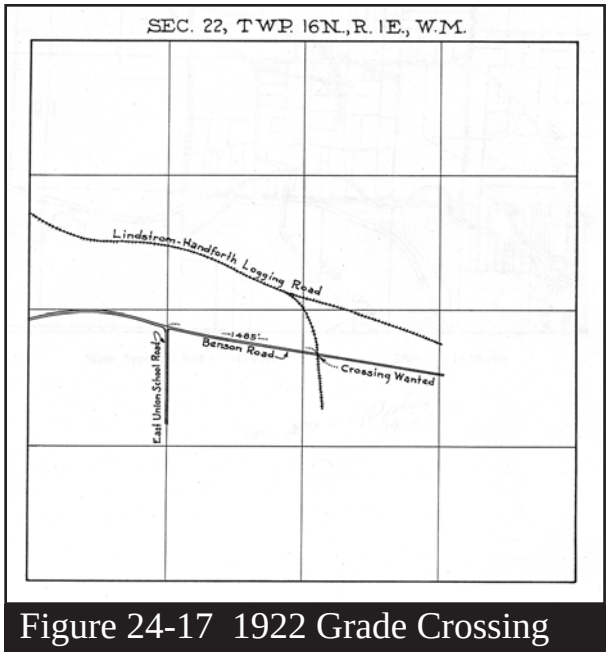


Figure 24-17 1922 Grade Crossing

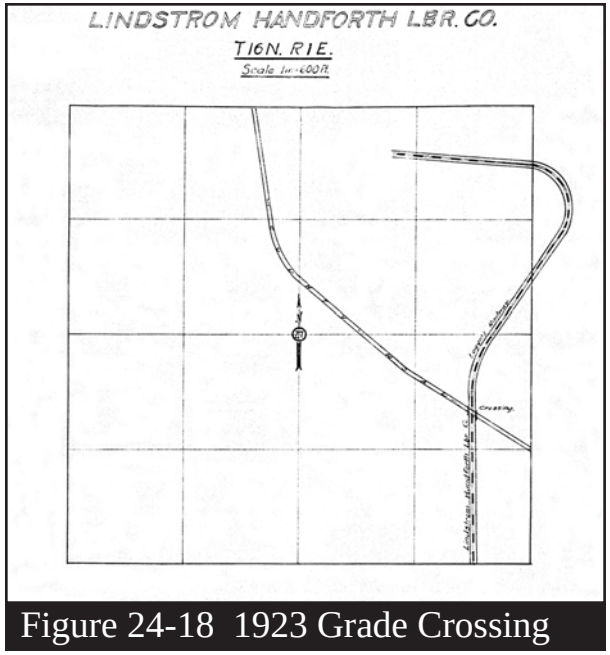


Figure 24-18 1923 Grade Crossing

Figure 24-19 2010 View NW, Cut N of Deschutes River

Farther east on Vail Cut-Off Road, Figure 24-21 is a 2001 photograph made looking north at 13326 Vail Cut-Off Road. The abandoned mainline can be seen behind an outbuilding. Continuing southeast, Vail Cut-Off Road crosses to the south side of the Deschutes River, while the railroad's mainline remained north of the river as it travelled farther east. Eventually, another branch of the logging line crossed to the south side of the Deschutes. That branch can be found immediately north of Vail Cut-Off Road, as identified in Figure 24-22. This photograph was made while facing west at 15804 Vail Cut-Off Road. At that address, the grade crossed to the south side of Vail Cut-Off Road. After doing so, the old grade has become Rivendale Lane in modern times. Figure 24-23 is a view south along Rivendale Lane and was photographed from Vail Cut-Off Road.

A branch, which split off from the right-of-way that became Rivendale Lane, turned east and now lies on the south side of Reichel Road, at 16431 Reichel Road. Figure 24-24 was made looking southeast at that address. Farther east, this branch crossed to the north side of Reichel Road. This was the last area logged by the Lindstrom-Handforth Lumber Company. Contracts to cut Weyerhaeuser timber in Sections 25 and 30 of Township 16 North, Range 1 East, were inked in March and May of 1927. However, that contract was not completed.

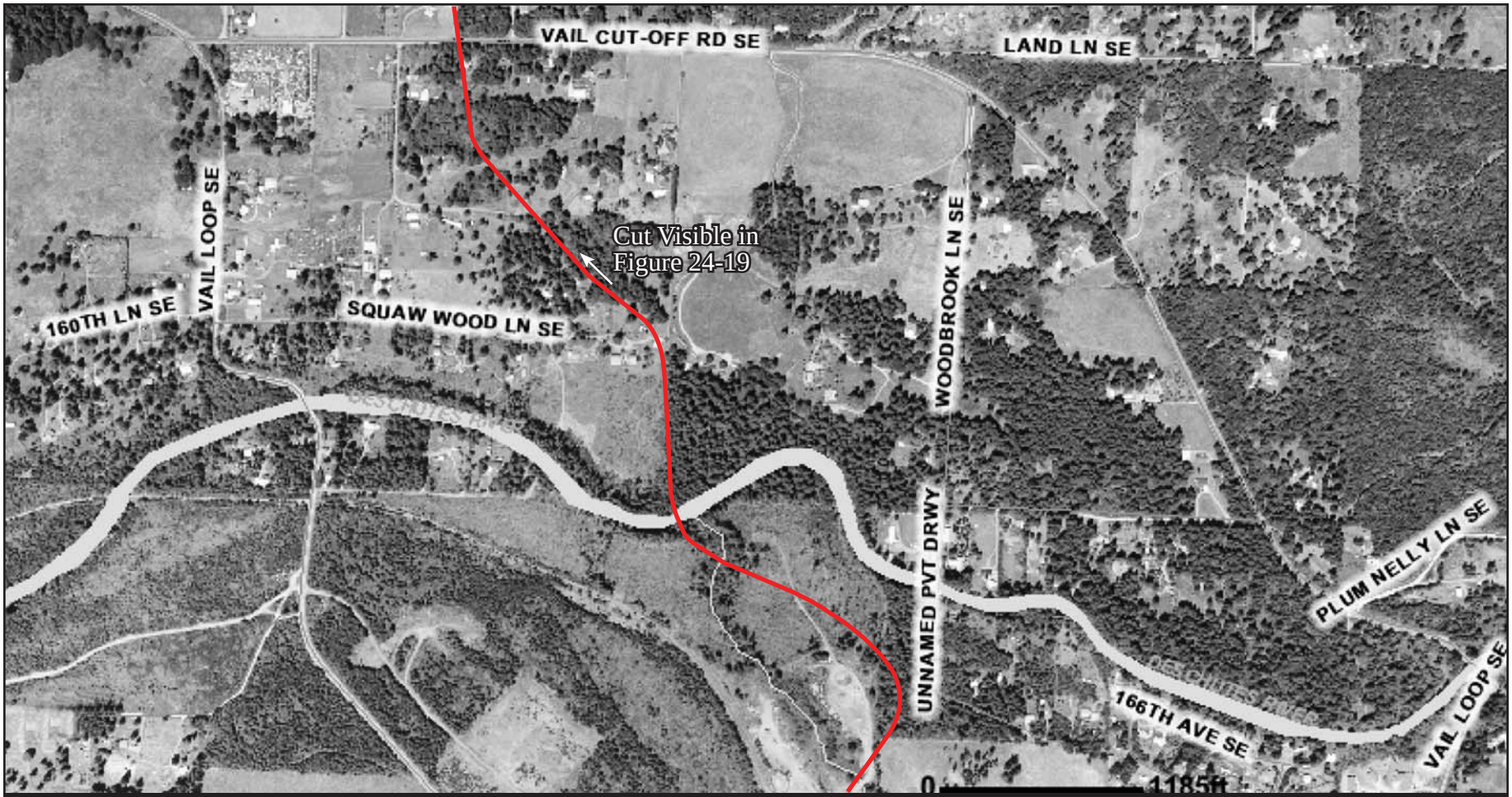


Figure 24-20 2008 Aerial Photograph along Deschutes River

Fire, caused by a short circuit in the electrical system, destroyed the mill at Rainier on 13 September 1927. That structure had been built in 1913 to replace an earlier mill, which had also burned. Despite the fire, the company's railroad remained operational for some time. The 15 September 1928 issue of *West Coast Lumberman* mentioned that the Lindstrom-Handforth Lumber Company had purchased a mill in Seattle. Located on the Duwamish Waterway, it was bought from the receiver of the defunct Stetson-Post Lumber Company. Three months later, the same publication noted that the Lindstrom-Handforth Lumber Company had changed its name to the Seattle Export Lumber Company, with place of business in Seattle. Kramer A. Adams, in Logging Railroads of the West, reported that rail activity on the former Lindstrom-Handforth Lumber Company railroad ceased in 1929. But a small part of the line persisted. Some of the most southeastern Lindstrom-Handsforth grades were incorporated into the Skookumchuck Railroad, as part of its Deschutes Mainline (see Figure 13-9B on page 144). In 1930, the Seattle Export Lumber Company operated no railroad of its own. The logging line of the Lindstrom-Handforth Lumber Company had faded into history.

Lindstrom-Handforth Lumber Company

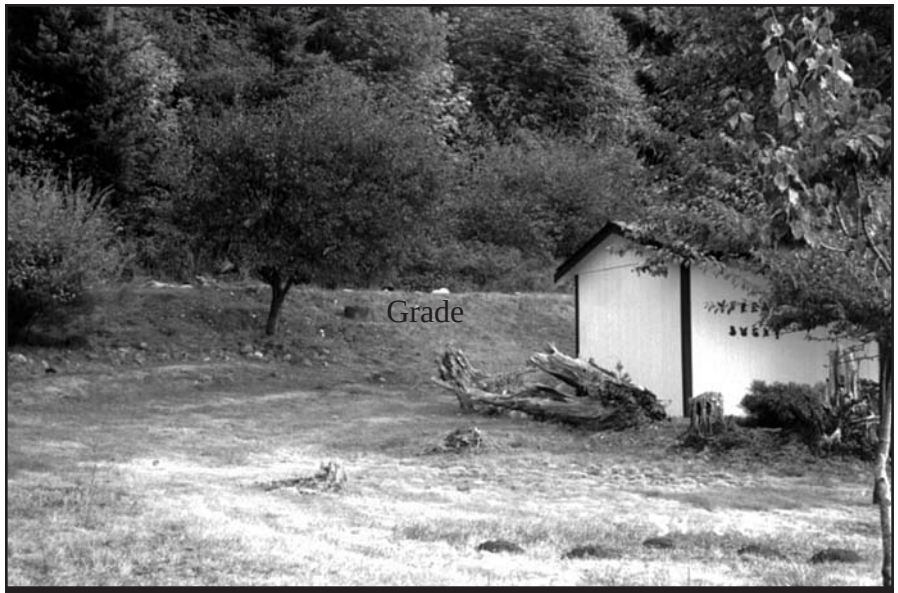
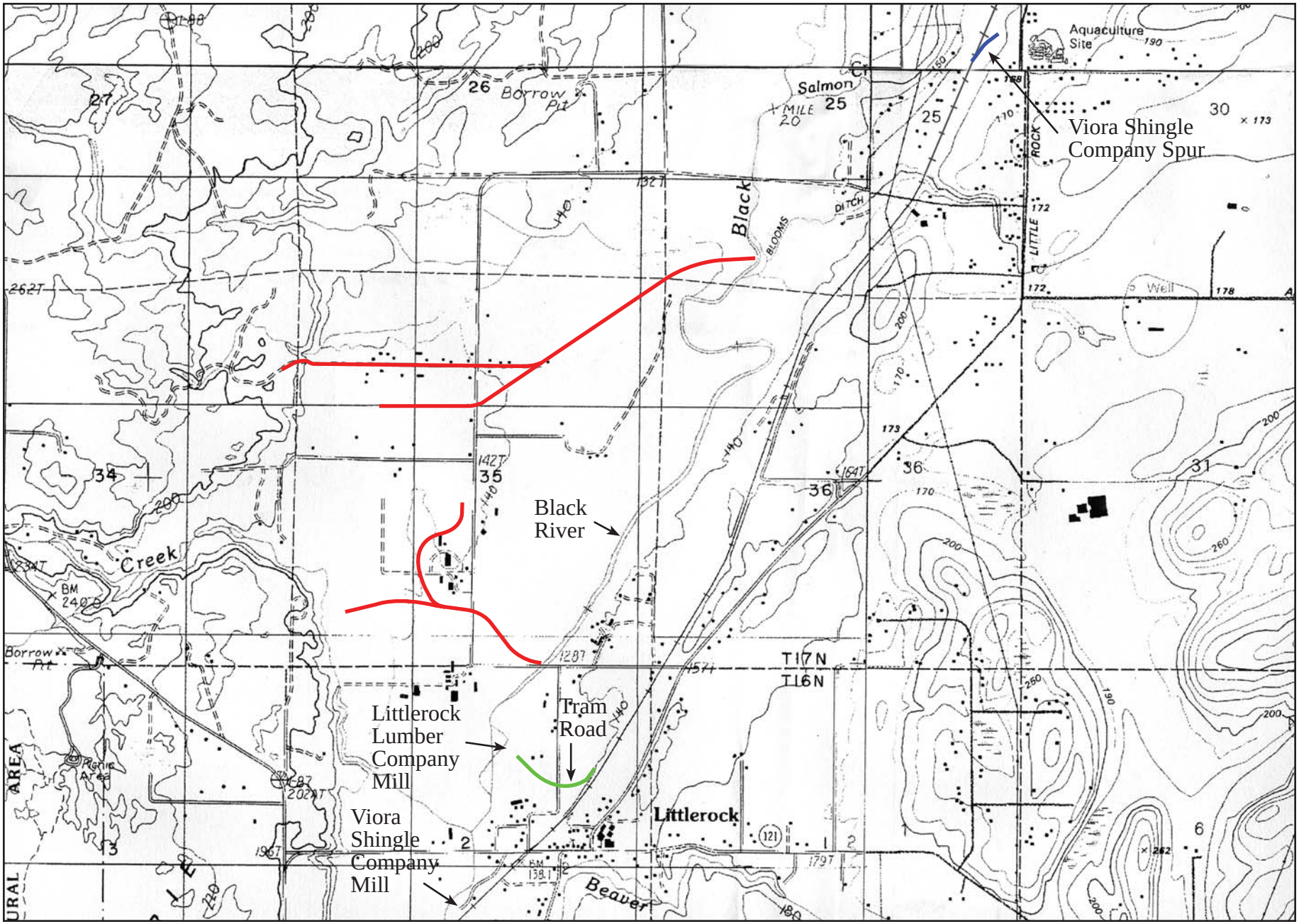


Figure 24-21 2001 View N at 13326 Vail Cut-Off Road

Figure 24-23 2010 View S along Rivendale Lane

Figure 24-22 2010 View W at 15804 Vail Cut-Off Road

Figure 24-24 2010 View SE at 16431 Reichel Road



Route Map of the Littlerock Lumber Company Railroad

25
Littlerock Lumber Company

C. E. Maynard and N. J. Redpath incorporated the Little Rock Lumber Company at Littlerock, Washington, on 20 July 1906. They had purchased a site for their sawmill about two months earlier. It was on the Black River, in Block 22 of Everett's Addition to Viora (the Town of Littlerock was briefly called "Viora" when this addition was platted in 1891). Figure 25-1 identifies Block 22, immediately northwest of downtown Littlerock. Years after the mill ceased operating, the Army Corp of Engineers altered the course of the Black River. After that, the river no longer flowed past the place where the mill had been.

For the first few years, the Little Rock Lumber Company sawed logs that came to the mill exclusively via the Black River. In 1909, the company purchased most of the southwest quarter of Section 35, Township 17 North, Range 3 West. Subsequently, it constructed a logging railroad into that timber. That track led to a log dump on the Black River, immediately north of what is now 123rd Avenue. From there, timber was floated over the short remaining distance to the mill. Finished lumber was transported by tram road to a connection with the Northern Pacific Railroad. The 1910 *Timberman's Western Railway and Logging Railroad Directory* noted that the railroad of the Little Rock Lumber Company was two miles long and operated one geared locomotive.

The land in Section 35 was well suited for agriculture after logging was completed. After the railroad was removed, Maynard and Redpath platted their holdings as Waddell Creek Valley Garden Tracts. They sold lots there for several years after the timber was removed.

The logging company built a new railroad right-of-way in 1913. It was used to log the area north of their original operation. This track crossed what is now Endicott Road, to terminate at the Black River. Late in 1916, the Little Rock Lumber

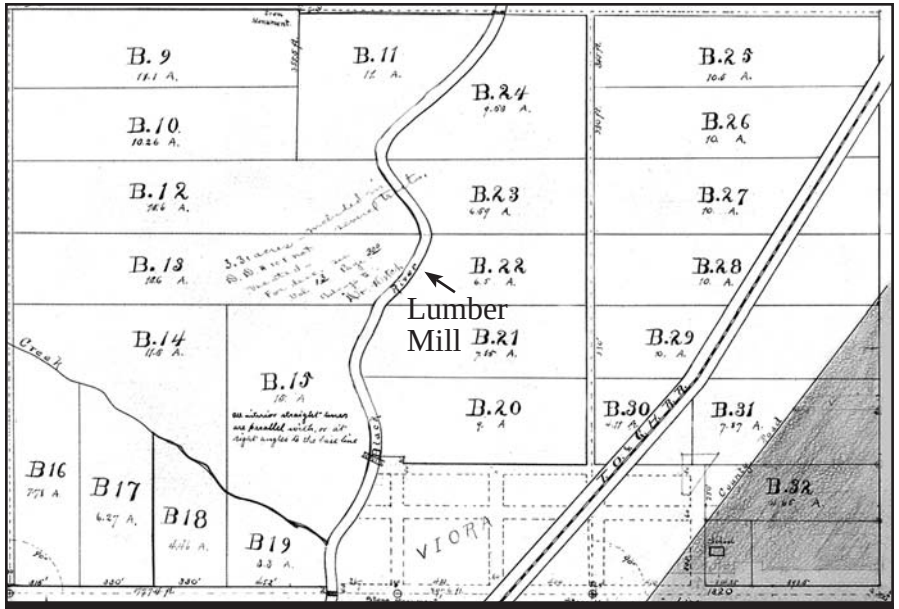


Figure 25-1 1891 Plat of Everett's Addition to Viora

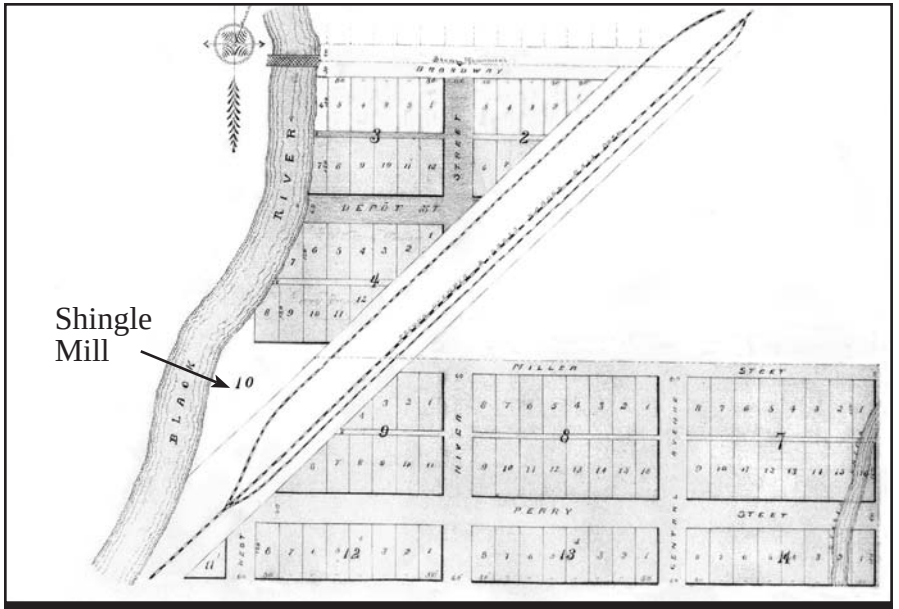


Figure 25-2 1891 Plat of South Viora

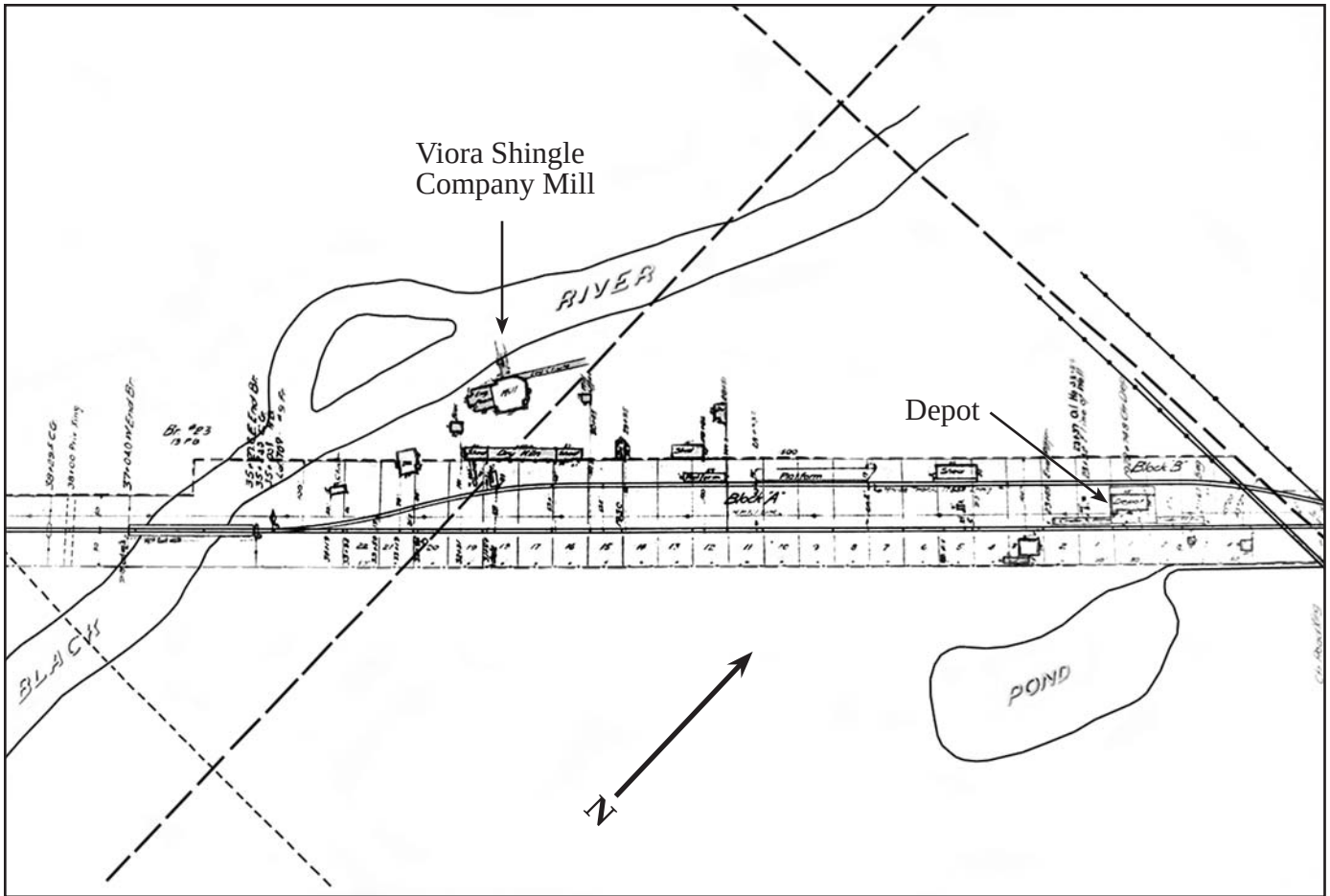


Figure 25-3 Northern Pacific Valuation Map of Railroad Facilities at Littlerock

Company sold its mill to Frank and Charles L. Kotick. These brothers, along with Mary Flynn, owned the Viora Shingle Company, which already operated a shingle mill in Block 10 of South Viora. Figure 25-2 shows the plat of South Viora. Figure 25-3 is part of a Northern Pacific map of Littlerock and can be used to locate the shingle mill.

The Kotick brothers owned fir timber in Sections 25 and 26 (same township and range as above) and wished to produce lumber from it. They signed a marketing contract with the Newbegin Lumber Company of Tacoma, and were able to utilize the former Little Rock Lumber Company mill to complete their part of the agreement. Some logs were to be transported to the mill from a new Viora Shingle Company Spur, which was installed by the Northern Pacific Railroad in 1915. It was located in the southeast quarter of the northeast quarter of Section 25. The remainder of the timber from Sections 25 and 26 was transported to the mill via the Black River.

The supply of logs for the mill was exhausted by 1919. Thereafter, the Koticks disposed of the sawmill property in Block 22. Thus ended the history of the Littlerock Lumber Company.

26

H. H. Martin Lumber Company

Although the H. H. Martin Lumber Company's mill was on the north side of Centralia, in Lewis County, the lion's share of the company's logging railroad was in the southern part of Thurston County. The line operated from 1905 until bankruptcy forced its abandonment in April of 1924.

A concise account of the parent company during the nineteenth and twentieth centuries can be found in "Eastern Railway & Lumber Company," by John A. Taubeneck. This article appeared in the Spring, 2001 issue of *Tall Timbers Short Lines*. Washington: West of the Cascades: Historical and Descriptive, Volume 2, by Herbert Hunt and Floyd C. Kaylor, also covers this topic well. The company began in 1889 as Martin and Sons, shortly after the Martin family migrated to Washington from Wisconsin. The enterprise purchased and proceeded to operate the Gilchrist Brothers mill in Centralia, which had existed since the early 1880s. The organization was incorporated in 1896 as the H. H. Martin Lumber Company. The elder Martin (H. H.) died in November, 1902, leaving two sons, George and Frank, to manage the business.

The brothers' first big challenge occurred when their mill burned 1 May 1903. After rebuilding, the new facility had a larger capacity, but it could no longer be supplied adequately by logs floated there using the Skookumchuck River. Part of that problem was addressed by purchasing timberland near Mendota, in Lewis County. Timber from that region was shipped from Mendota on the Centralia Eastern Railroad. It then transferred to the Northern Pacific at Wabash for a short trip south, to the mill. Figure 26-1 is part of a Northern Pacific map of Section 3, Township 14 North, Range 1 West. It was made after the Centralia Eastern was absorbed by the Northern Pacific.

The lumber company began logging in Thurston County as early as 1901. In the beginning, skid roads were used to transport timber across Section 22 of Township 15 N, Range 2 W. The logs came to a camp on the Skookumchuck River from both Sections 21 and 22. From there, logs were floated downstream to the mill. Immediately north of the mill, a dam was placed across the river to maintain an artificially created log pond. But, the long term solution to the problem of maintaining a reliable stream of timber for the mill was provided by building a logging railroad.

The May, 1905 issue of *The Timberman* included a letter from the lumber company: "We have commenced work on our logging road. We are first putting in a bridge over the Skookumchuck River . . . We will then build our landing for dumping logs on the other side of the river. After this work is completed, we will put in about a mile and a half of rail to our first timber across the prairies north of the mill . . . We expect to get part of our supply of logs still by water and the balance by our railroad . . . We will put in a standard gauge road, using about 40 pound rails, and will have [a] from 25 to 30 ton engine for our motive power, using a direct connected engine, as we will have very level country to run over."

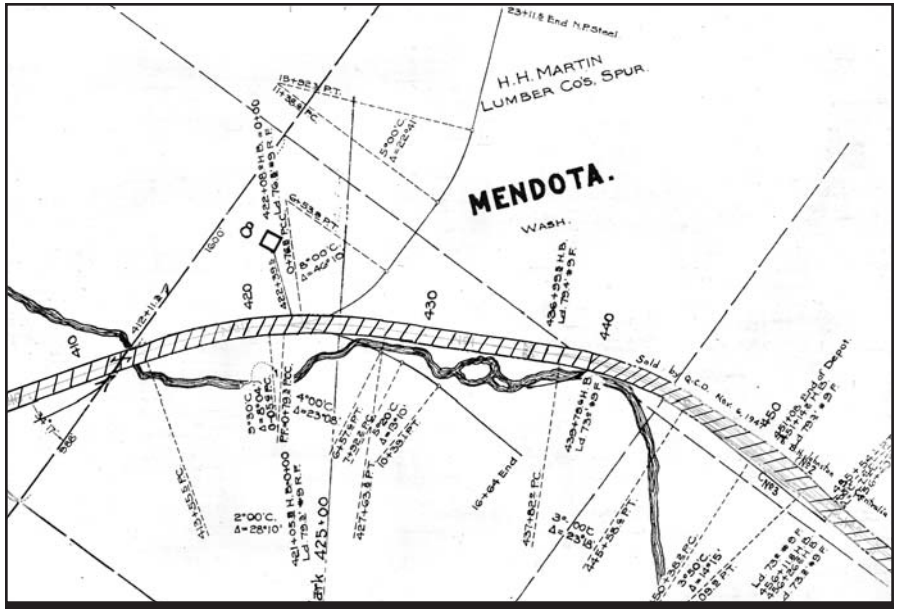
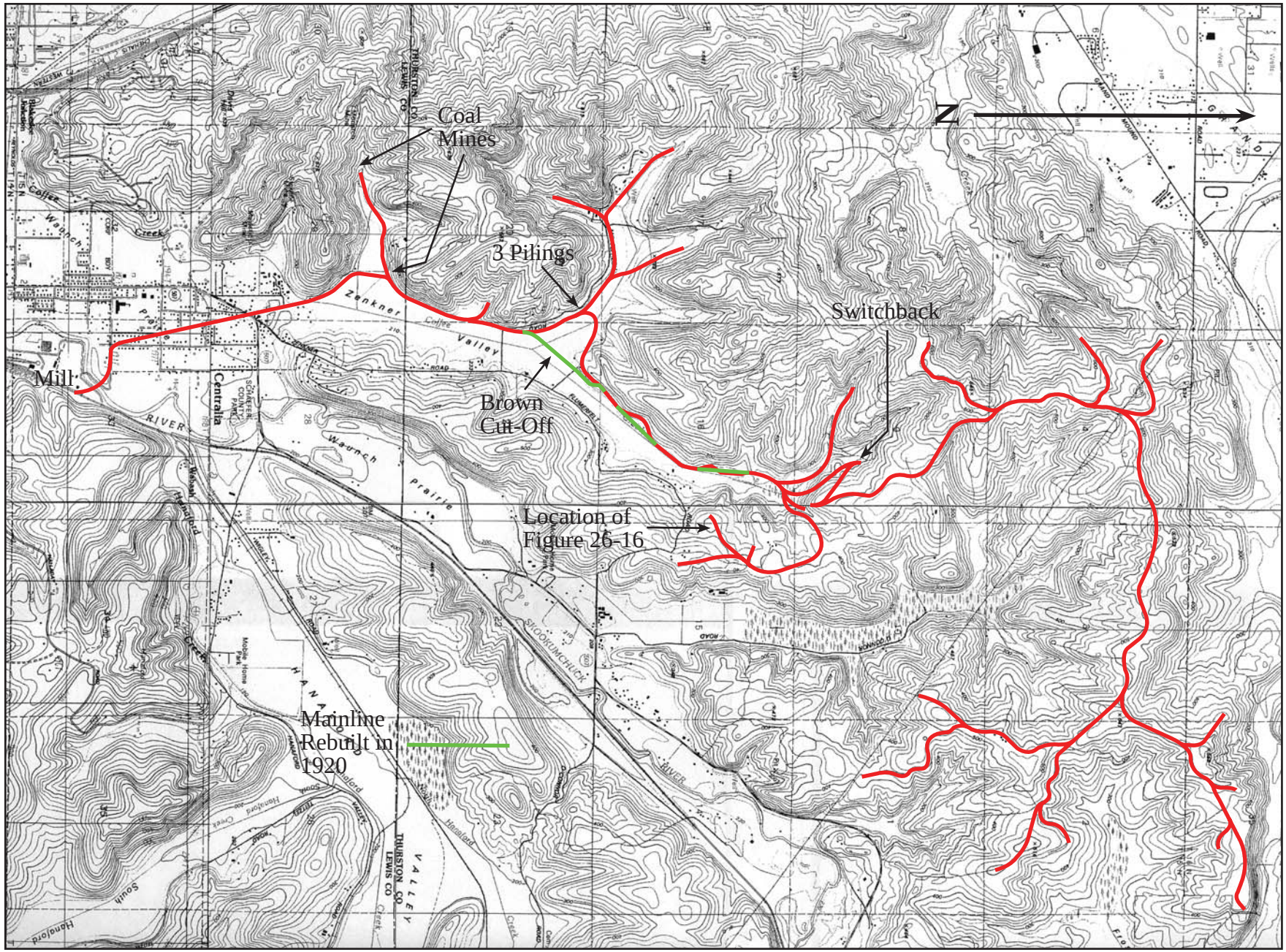
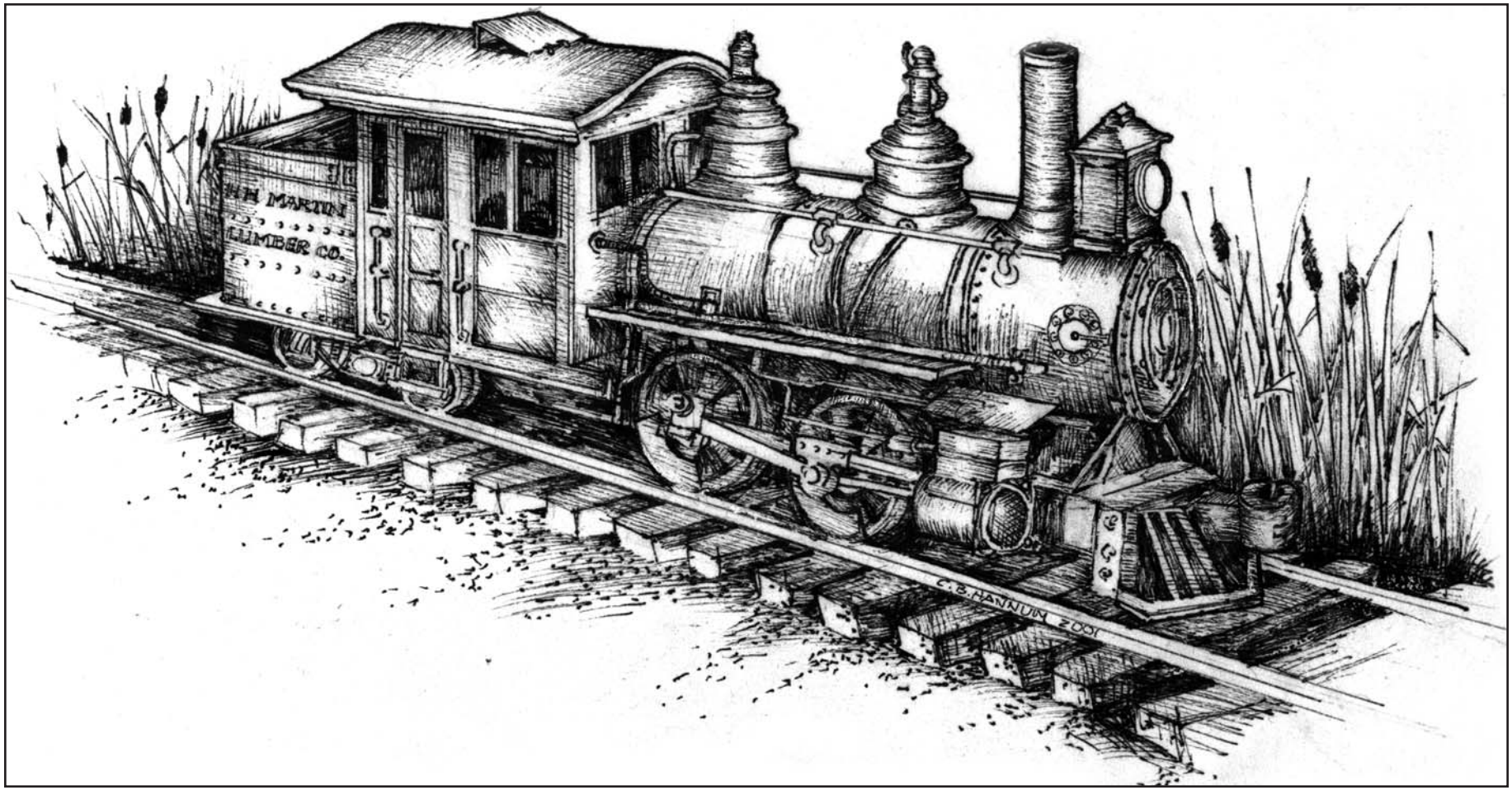


Figure 26-1 NP Railroad Valuation Map at Mendota



Route Map of the H. H. Martin Lumber Company Railroad



H. H. Martin Lumber Company, Forney Locomotive

The length of the railroad, over the years, can be established from articles in *The Timberman, The Timberman Guide* and *Western Railway and Logging Directory*. The line was 2.5 miles long in 1907; it had grown to 4 miles in 1908; it was 5.5 miles in length in 1910; 10 miles were operated in 1916 and 1917, and 12 miles were in use in 1921.

The first locomotive purchased by the railroad was an 0-4-4T Forney style engine. It had been built in 1891 by Grant for the elevated Manhattan Railway, in New York City. It is the subject of the illustration seen on this page. It was replaced in 1916 by a "Standard" (non-Forney) 33-ton rod locomotive, which remained on the roster in 1924.

A used Shay locomotive was also added to the roster by 1916. It carried Construction # 766 when built by the Lima Locomotive Works in 1903. This meant that the railroad could begin to climb some of the side hills enclosing the Zenkner Valley. A second geared engine was added by 1917. The 1921 issue of *The Timberman Guide* showed two geared locomotives and one rod engine in use by the company (the listing included the Mendota operation). Maximum grade over the entire line was 7 percent. Among the assets credited to the company at bankruptcy, in 1924, were the 33 ton rod locomotive mentioned above, a 37 ton Shay, and a 52 ton Heisler (the latter two engines were gear driven). The Heisler had been built in 1906 and was bought used from the Union Machinery & Supply Company of Seattle.

H. H. Martin Lumber Company

The H. H. Martin Lumber Company railroad made heavy use of pilings in building rights-of-way on the marshy bottomland of the Zenkner Valley. It still owned its own pile driver in 1924. Unfortunately, this means that very little remains of those valley grades at the present time. Consequently, aerial photography is of minimal help in identifying where the railroad existed. Early twentieth-century maps provide the best indicator of the line's location. Figure 26-2 is a Northern Pacific Railroad map from approximately 1916. It illustrates the relationships between the H. H. Martin sawmill, the dammed Skookumchuck River, and the company's railroad. The Western Cross Arm & Manufacturing Company owned the mill in 1924, when

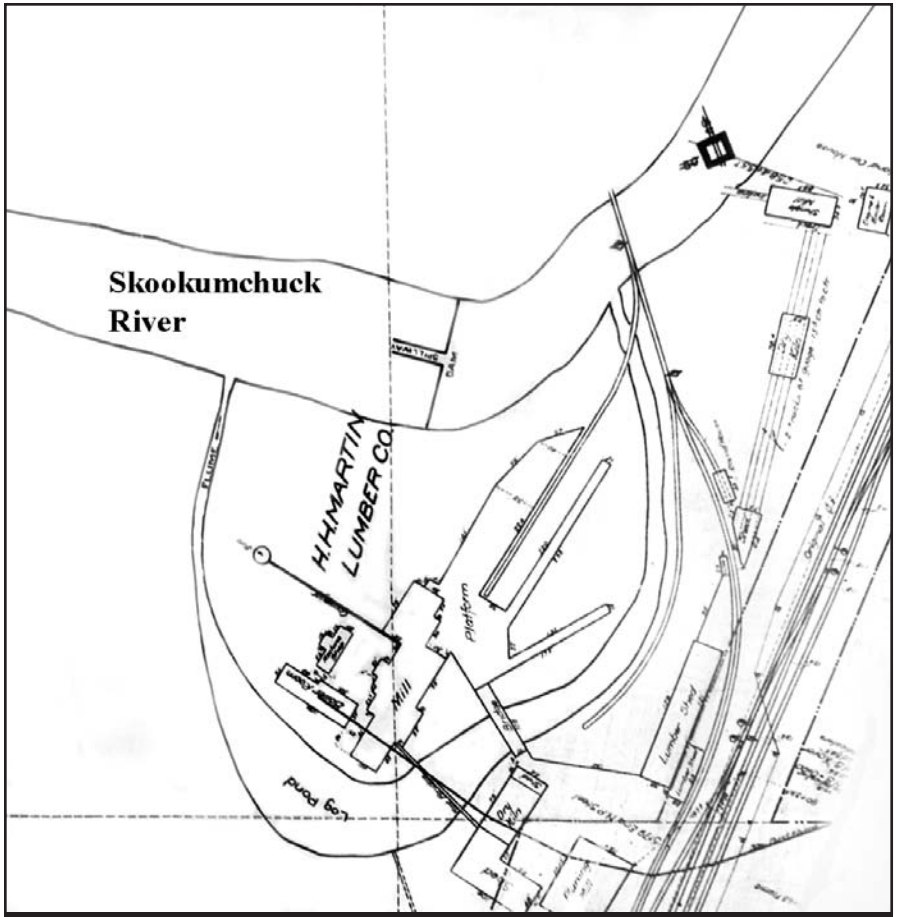


Figure 26-2 C. 1916 NP RR Map, H. H. Martin Mill

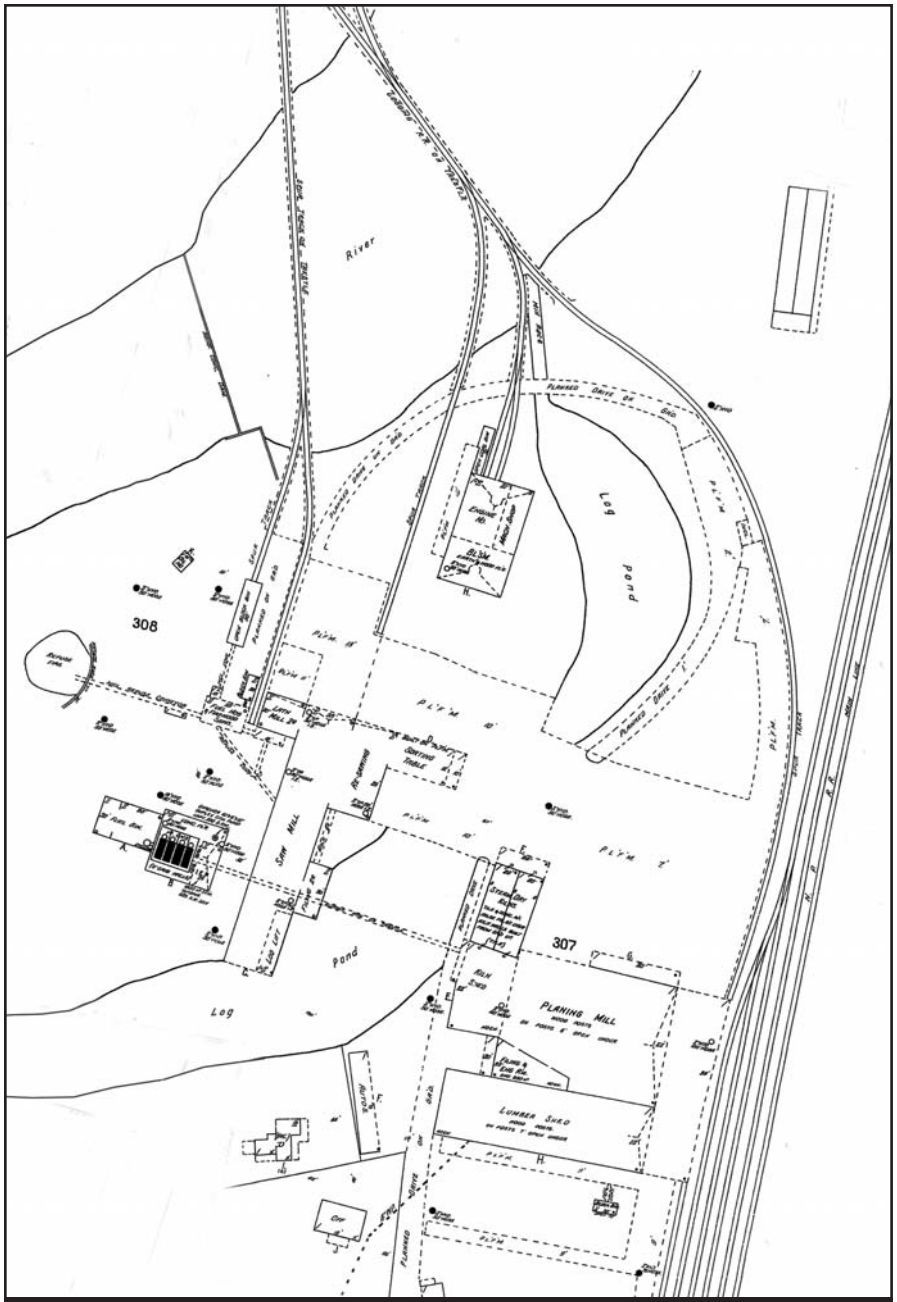


Figure 26-3 1924 Former H. H. Martin Mill

H. H. Martin Lumber Company

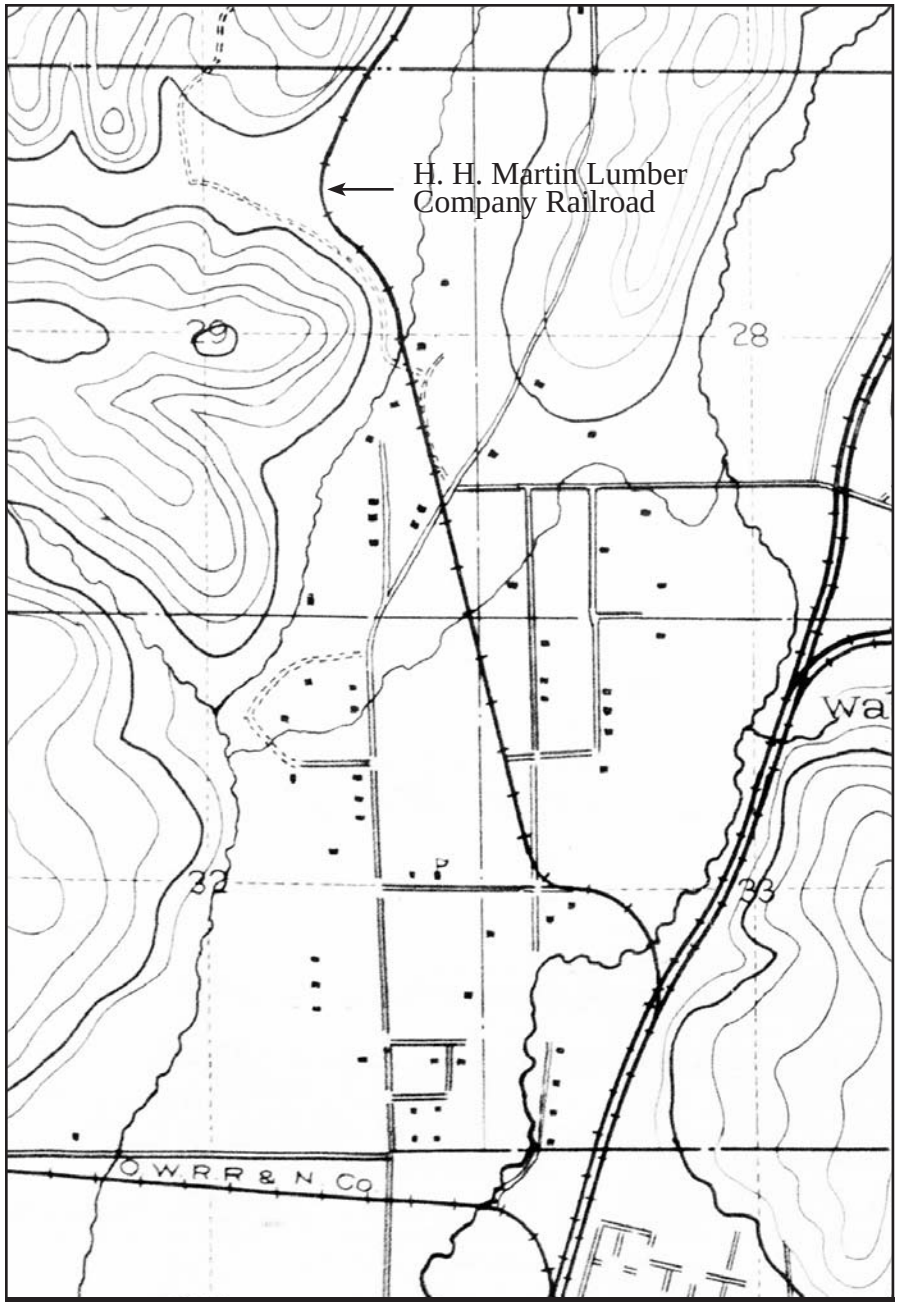


Figure 26-4 1929 DNR Map Showing H. H. Martin RR

Figure 26-3 was produced. Unseen in this figure is a wye, on the northwest side of the Skookumchuck River, which was used for turning locomotives and other rolling stock.

The region immediately north of the mill is visible in Figure 26-4. This is part of a 1929 map produced by George W. Evans, a Seattle mining engineer. Despite having been abandoned five years before, the railroad's right-of-way was still represented. The original map, from which this figure was extracted, is part of a series of Department of Natural Resources coal mine maps. A 1909 Lewis County timber cruise, which cataloged logged-off land, included a couple of sections where the railroad existed. Figure 26-5 demonstrated features in Section 29, Township 15 North, Range 2 West. This is the valley visible in the upper left portion of Figure

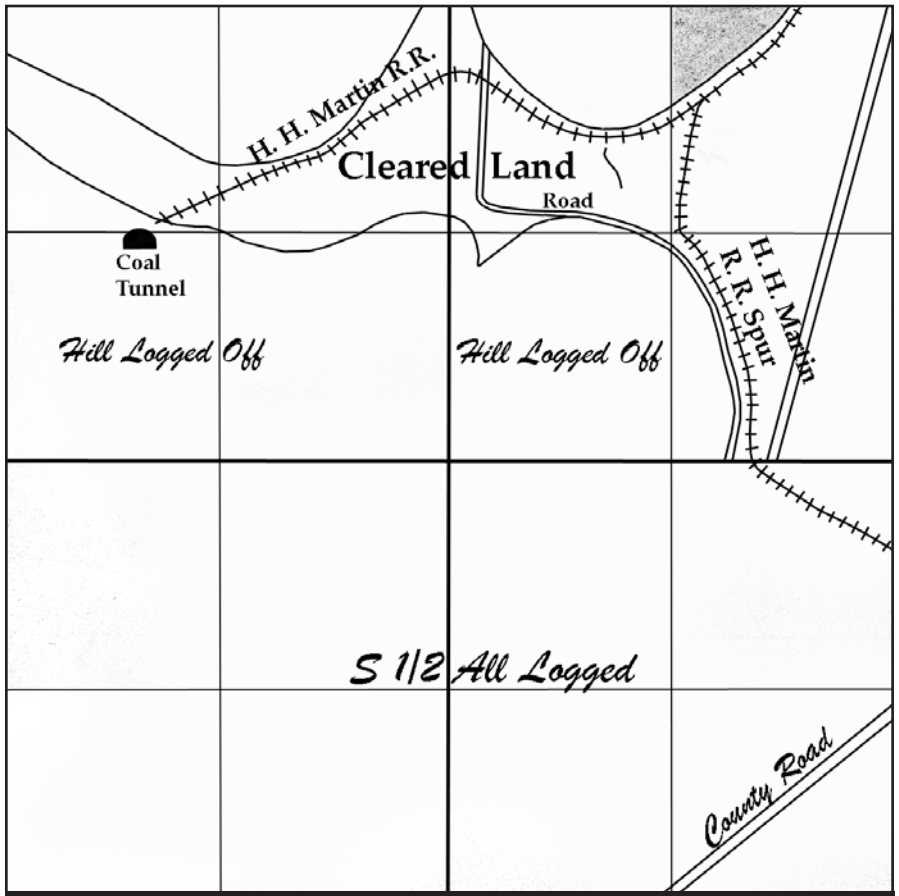


Figure 26-5 1909 Cruise of Section 29, T 15 N, R 2 W

26-4. A coal mine was located at the west end of the railroad spur utilized to log this valley. The mine was in the southwest quarter of the northwest quarter of Section 29. Another mine operated in the northeast quarter of the same section. The Perth Mine opened in 1909 and continued in production through at least 1910. It was included in the map reproduced in Figure 26-6, which appeared in 1919 as part of DNR Bulletin No. 19. Figure 26-7 displays Section 20 of the 1909 Lewis County cruise, as cited above. The map suggests that active logging was occurring then, at the northern extent of the railroad.

Figure 26-8 reproduces part of the 1916 U. S. Geological Survey Map of the Chehalis Quadrangle. The entire existing mainline of the H. H. Martin Lumber Company railroad is visible. Next year, the line was extended farther north. Figure 26-9 is a map included with a 1917 right-of-way deed, which was granted to the lumber company by the Weyerhaeuser Company. The property involved was Section 9, Township 15 North, Range 2 West. A switchback was used to build the mainline uphill, out of the bottomland. This correlates with the acquisition of geared locomotives which were capable of handling steeper grades.

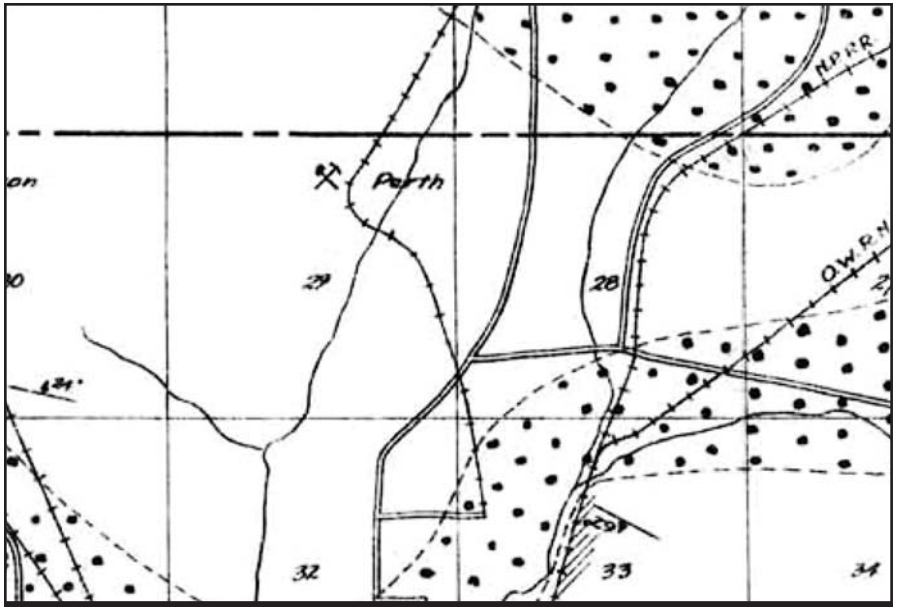


Figure 26-6 1919 DNR Bulletin # 19, Perth Mine

The railroad upgraded its mainline in 1920 by straightening out many of the kinks in the original right-of-way. One result was the creation of the "Brown Cut-Off," located in the southwest quarter of the northwest quarter of Section 21. This piece of trestlework eliminated a segment of the original mainline which was no longer needed for logging. Since the cut-off was constructed on pilings, on the valley floor, no trace of it has survived into modern times. However, a faint impression of it was visible on the 1933 aerial photograph reproduced in Figure 26-10. Portions of the mainline rebuilt in 1920 appear in green on the map at the beginning of this chapter. At about the same time, the company contemplated eliminating the switchback, in Section 9, by building a new mainline to the north. Its planned location was

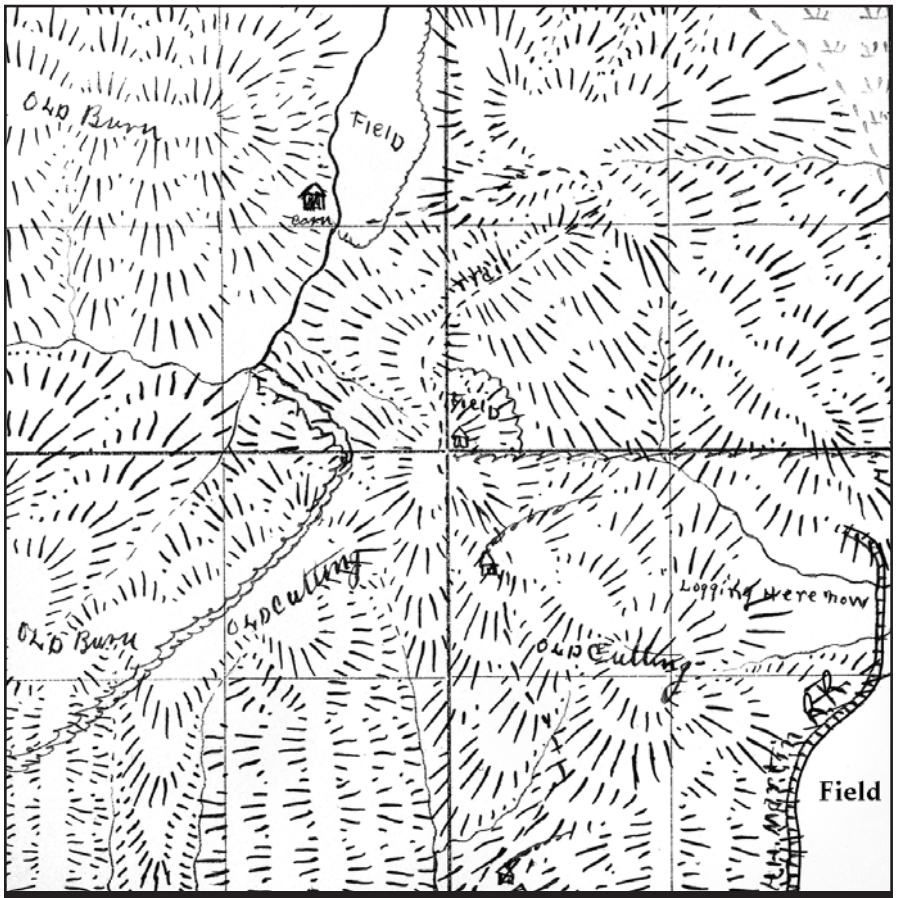


Figure 26-7 1909 Cruise of Section 20, T 15 N, R 2 W

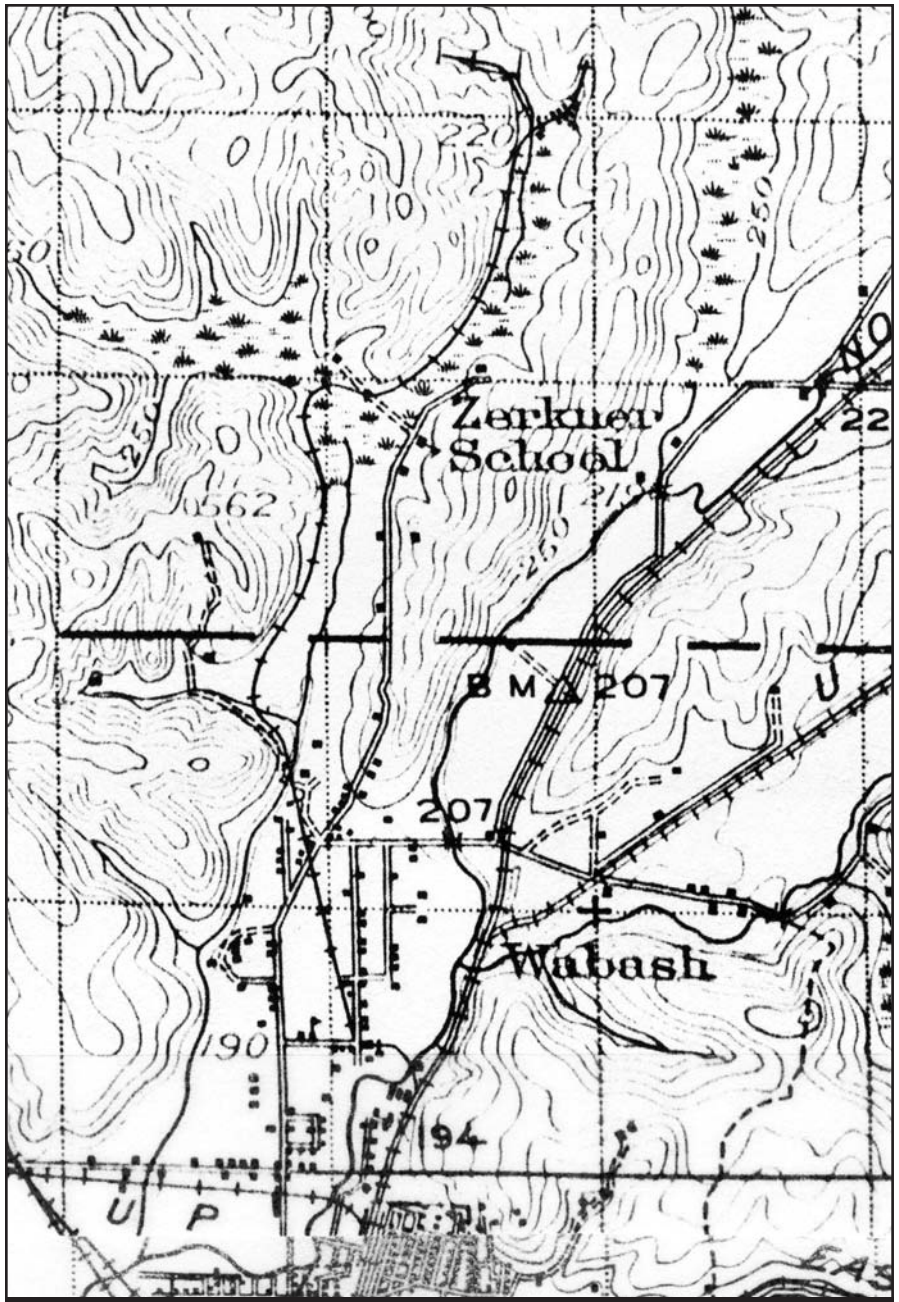


Figure 26-8 1916 U. S. Geological Survey Map

immediately southeast of the place where the switchback caused a bottleneck. Operationally, this projected new course must have proved inefficient for mainline use, even with geared locomotives. In the end, the company used this new right-of-way only as a branch line, for logging the northwest quarter of Section 15. The path of this particular grade, up the hill on the east side of the Zenkner Valley, can still be appreciated in the 2003 Lidar Hillshade aerial image presented in Figure 26-11.

Probably the end of the H. H. Martin Lumber Company was preordained in 1922, when fire consumed its sawmill for a second time. Again, the mill was rebuilt. However, the lumber company's last recorded purchase of timber occurred in 1923, when the company obtained rights to the northwest quarter of the southeast quarter

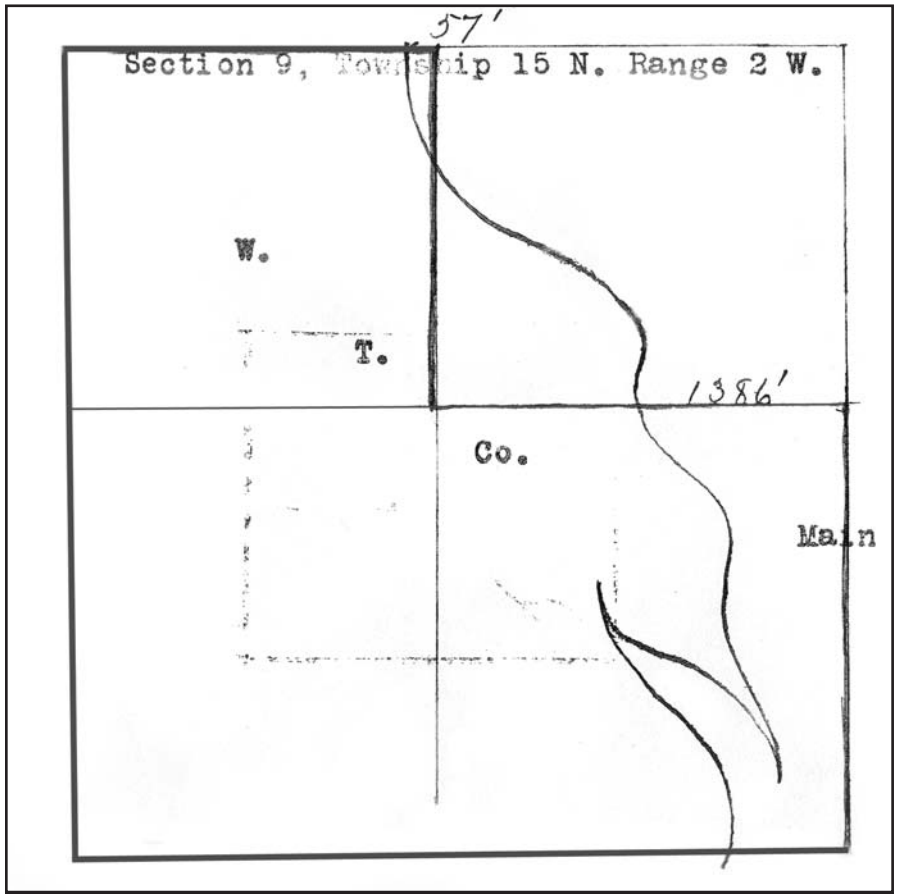


Figure 26-9 1917 R-of-W Granted by Weyerhaeuser

Figure 26-10 1933 Aerial Photo, Area of Brown Cut-Off

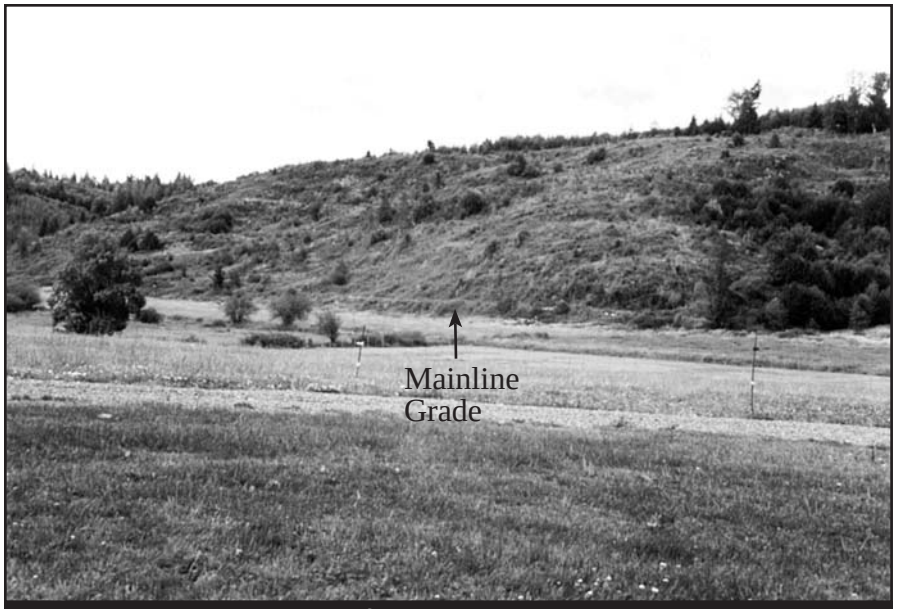


Figure 26-12 View W from 21903 Zenkner Valley Road

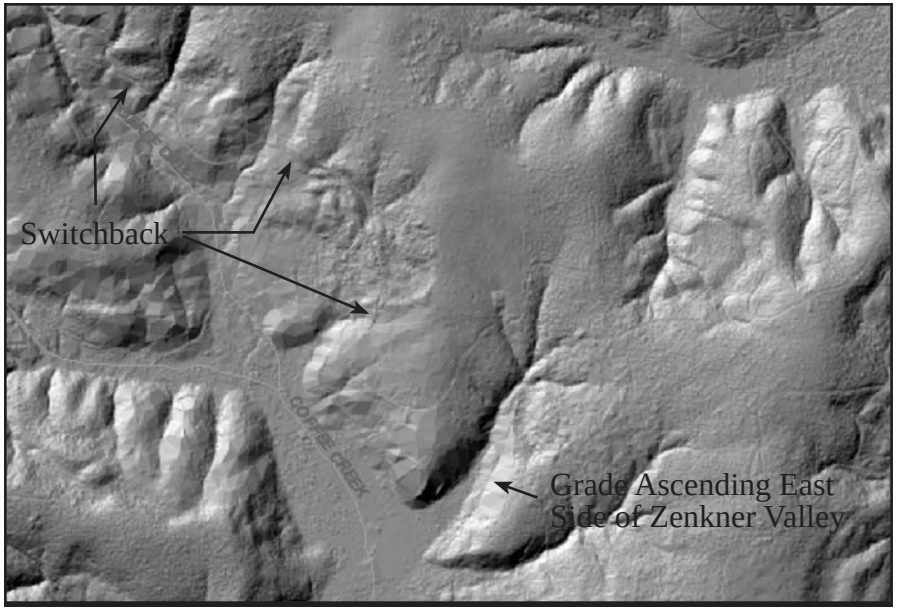


Figure 26-11 2003 Lidar Hillshade Aerial Image

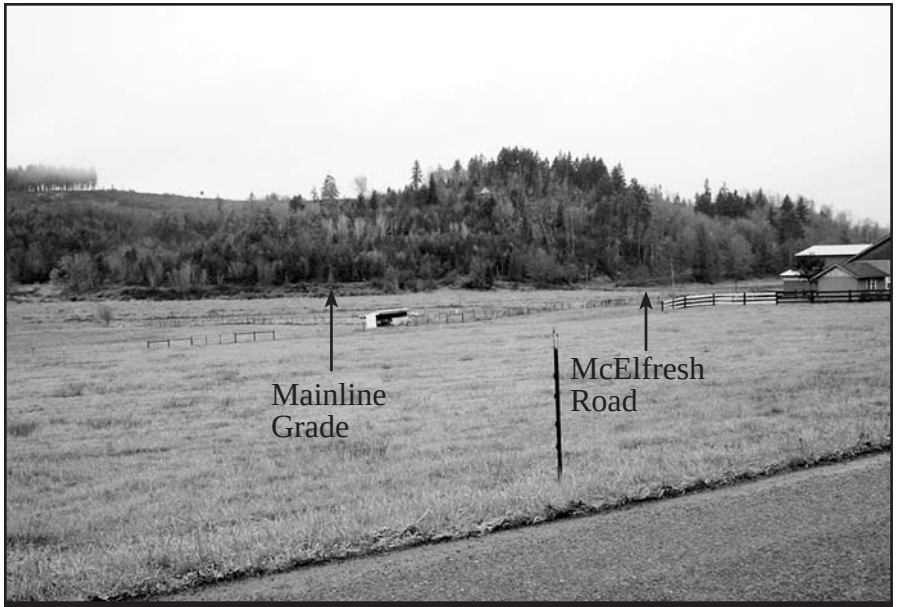


Figure 26-13 View NW from 21903 Zenkner Valley Rd.

of Section 35, Township 16 North, Range 2 West. Unfortunately, the debt incurred by rebuilding could not be sustained from revenues generated by the business. The lumber company became insolvent and entered involuntary bankruptcy in April, 1924. In November of that same year, the Eastern Railway & Lumber Company bought the company's assets for a small percentage of book value. The new owner, S. A. Agnew, reorganized the sawmill as the Western Cross Arm & Manufacturing Company (which manufactured horizontal cross-pieces used atop telephone and power poles), but abandoned the H. H. Martin logging railroad. Another Agnew business, the S. A. Agnew Lumber Company, leased the mill in 1942, and finally closed it in 1959. The building was torn down in 1966.

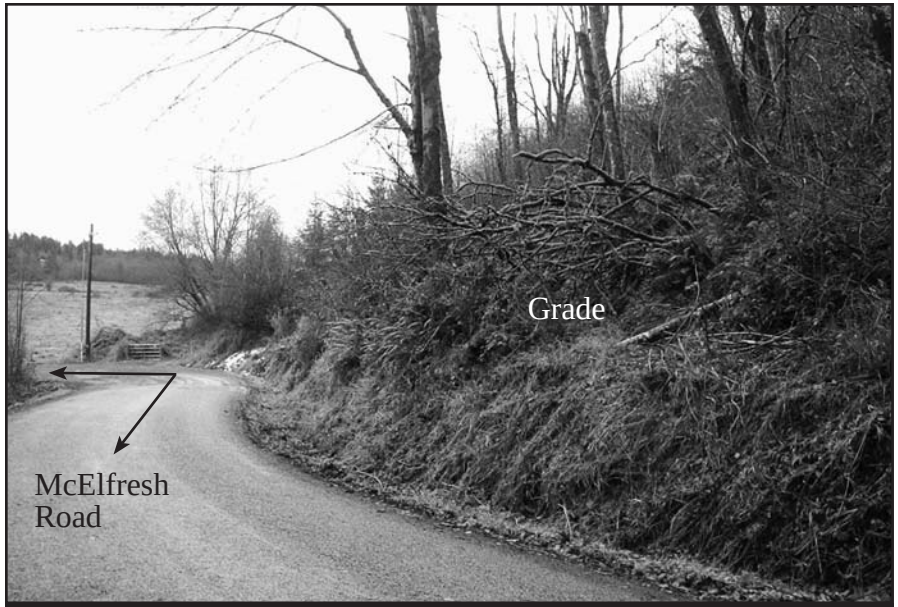


Figure 26-14 2010 View South along McElfresh Road

Figure 26-15 2010 View NE from McElfresh Road

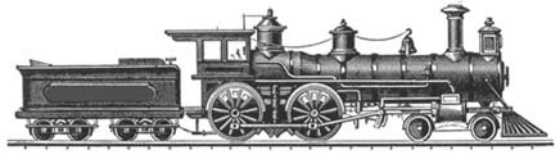
Nowadays, there is nothing much to see at the site of the old sawmill, on the north side of Centralia. Travel north on North Pearl Street and turn left (north) on Lowery Lane. The lane follows the course of the railroad almost to the place where the line crossed Coffee Creek. Beyond that point, access is restricted, and one must return to North Pearl Street. Drive a short distance north on that street and then turn left (north) on Zenkner Valley Road. Figure 26-12 is a view looking west at 21903 Zenkner Valley Road. The grade can be seen on the west side of the valley, slightly uphill from the bottomland. Figure 26-13 was made from approximately the same position, and faces northwest. In the distance, McElfresh Road passes to the west, behind the structures on the right. It then makes a right turn and travels north, along the west side of the valley. The lumber company's railroad grade lies approximately 15 feet farther up the hill from the place where McElfresh Road makes its right turn. Figure 26-14 is a view south along McElfresh Road, immediately north of the right turn. The grade is difficult to appreciate, but is indicated by an arrow. Here, the railroad crossed what is now McElfresh Road.

North of this point, the line resumed running on pilings. Three pilings along McElfresh Road were still visible in 2010. Their location is indicated on the map at the beginning of this chapter. This is the approximate place where the mainline split off a branch which continued to the west, along McElfresh Road. Figure 26-15 is a view northeast, toward one of the pilings. The picture was made from the edge of McElfresh Road. The row of trees, in the field above the piling, occupies the section line common to Sections 20 and 21. Farther north and west along McElfresh Road, a wooded area, on the north side of the road, contained another set of pilings. Though not visible from the road, those pilings were known to Charles C. Boyd, a long time resident of the area. They formed a trestle which was situated at the approximate border between the southeast and southwest quarters of the southeast quarter of Section 17, Township 15 North, Range 2 West.

The northern half of the territory where the H. H. Martin Lumber Company railroad operated is now owned privately. Access by public roads is not routinely available. However, one land owner allowed access to the west end of his property, in the southwest quarter of the northwest quarter of Section 15, Township 15 North, Range 2 West. The photograph in Figure 26-16 was made facing southwest, immediately east of the section line common to Sections 15 and 16. This cut is near the southwest end of a spur that can be noted on the map at the beginning of this chapter.

Because the H. H. Martin Lumber Company mill was in Centralia, the company is not immediately familiar to most Thurston County residents. However, the company's railroad was one of the larger ones to operate in that county. It will not be forgotten.

Figure 26-16 2010 View SW in Cut, from Section 15



27

Maytown Lumber Company

The village of Maytown was platted in 1911. Four years earlier, W. S. Blair and P. Gesche began operating the earliest sawmill in that locale. They founded the Beaver Creek Lumber Company and built a mill on land leased from Joseph Shelley. It was located in the southwest quarter of the southwest quarter of Section 4, Township 16 North, Range 2 West, probably on Beaver Creek itself. The mill site was not part of the right-of-way purchased by the Milwaukee Railroad in April, 1909, shortly before that company began building its mainline through the south half of the southwest quarter of Section 4.

The Beaver Creek Lumber Company was sold in July, 1909 to Burt H. Smith (son of Charles W. Smith) and J. F. Goodrich. In May of 1910, Charles W. Smith purchased eighty acres of timberland situated on the north side of the Milwaukee Railroad, in Section 4. Therefore, it seems likely that the area's earliest sawmill occupied a site north of the Milwaukee right-of-way. Within the next few years, this mill was moved to a new site, several miles to the west.

An additional logging company was attracted to the Maytown area in April, 1910, when Isom T. Noe and F. S. Taylor bought timber which was also north of the Milwaukee Railroad. It was immediately east of land that Charles W. Smith would buy the next month, in Section 4. In August of that year, Noe, Taylor, J. Joyce, and Alex McEachron incorporated the Taylor Lumber & Shingle Company and began acquiring timberland south of the Milwaukee Railroad, in Section 9. The corporation also leased ten acres in the northwest corner of the northwest quarter of the same section, which was to be used for construction of a woodworking mill. Even more timber was purchased east of Maytown, in Sections 3 and 10.

In the latter part of 1910, Joseph and Sarah Shelley caused their property to be surveyed and platted as the Townsite of Maytown. The Shelleys did so as part of an agreement with the Taylor Lumber & Shingle Company. Therein, the lumber company paid all costs incurred by the platting process, and received twenty percent of the subdivided land as compensation. Figure 27-1 reproduces the original Plat of the Townsite of Maytown. In modern times, Maytown straddles Highway 121, east of the Interstate 5 interchange at Maytown.

A portion of the Milwaukee Railroad Valuation Map labeled "V. W. II/6," representing the Maytown region, is presented in Figure 27-2. It was designated by the Washington Department of Revenue as "TE2-6A." The accompanying description of reference "No. 35" indicates that this was a spur track. It was installed as a result of an agreement with the Taylor Lumber & Shingle Company, dated 25 July 1911.

The Taylor Lumber & Shingle Company was having difficulty making ends meet as early as 1911. Just four days after finalizing plans with the Milwaukee Railroad for its spur, a lien was placed against the company. F. S. Taylor was delinquent in paying a landowner for timber removed, under contract, from the southeast quarter of Section 3. At the same time, plans were being made to log by rail, and track construction was about to begin. On 28 September, things went from bad to worse when F. S. Taylor was killed in an accident on the company's fledgling railroad. The October, 1911 issue of *Pacific Lumber Trade Journal* reported that Taylor "was on the front of the locomotive, assisting in sanding the track while going up a steep grade. A sudden jerk threw him under the wheels."

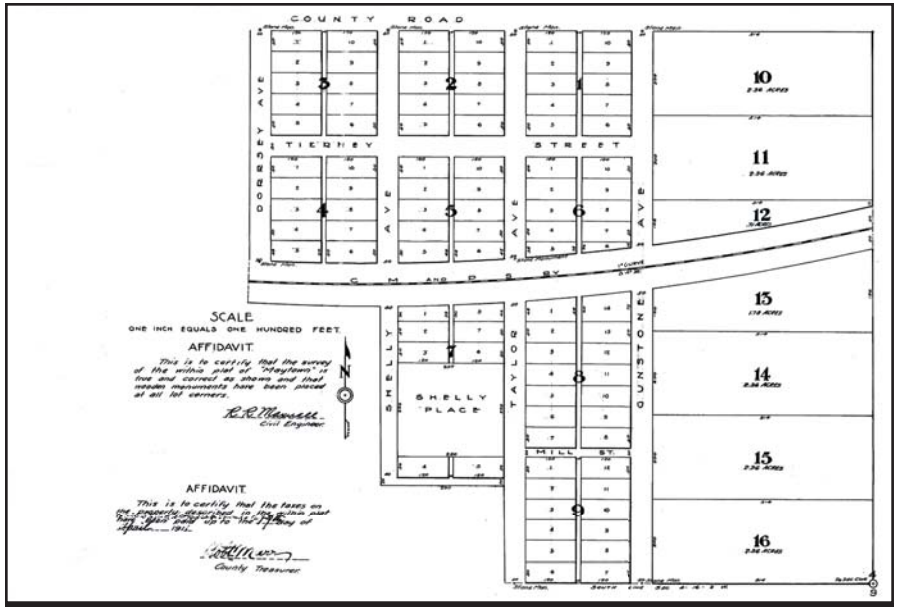
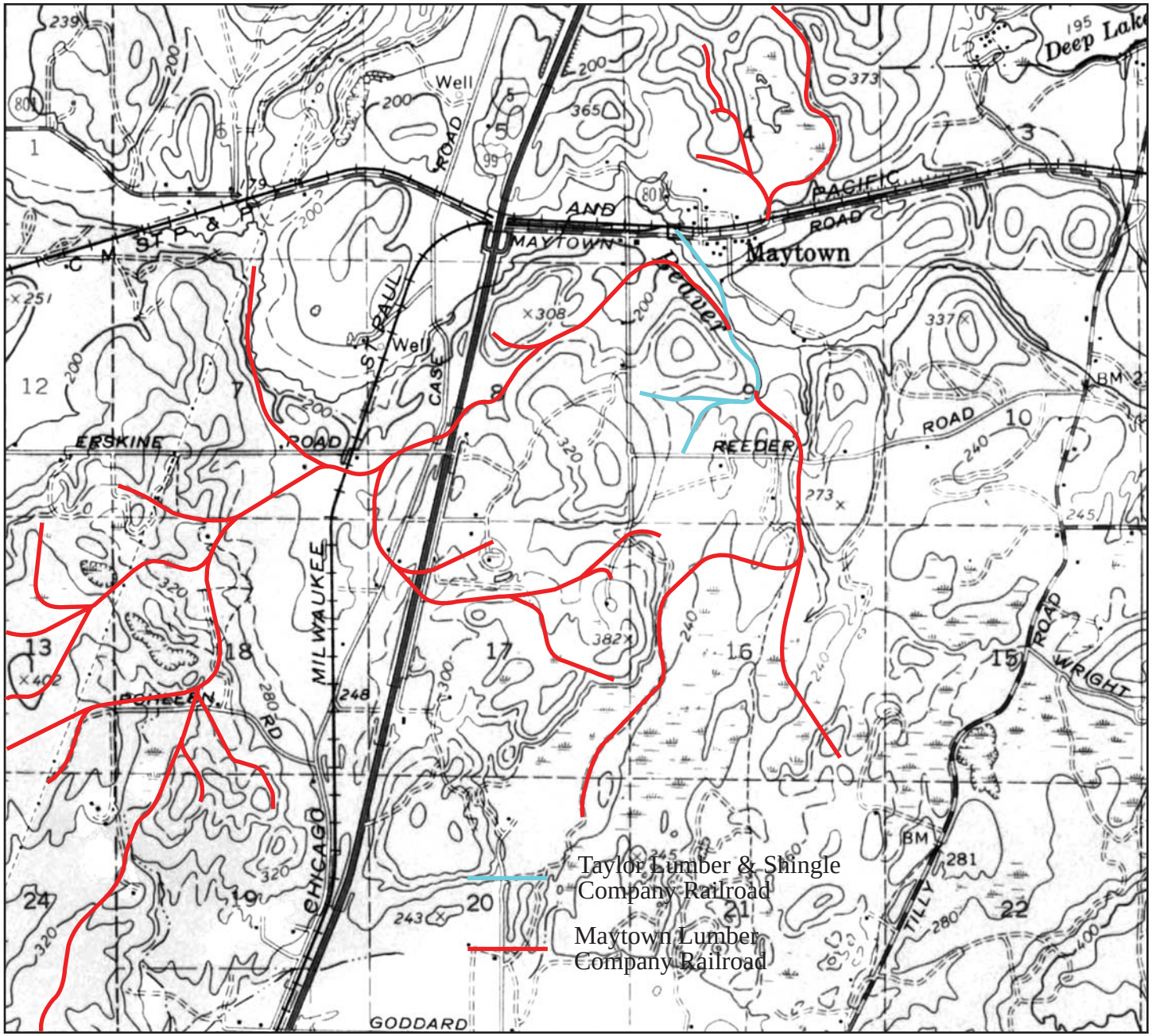


Figure 27-1 1910 Plat of the Townsite of Maytown



Route Map of the Maytown Lumber Company Railroad and Associated Lines

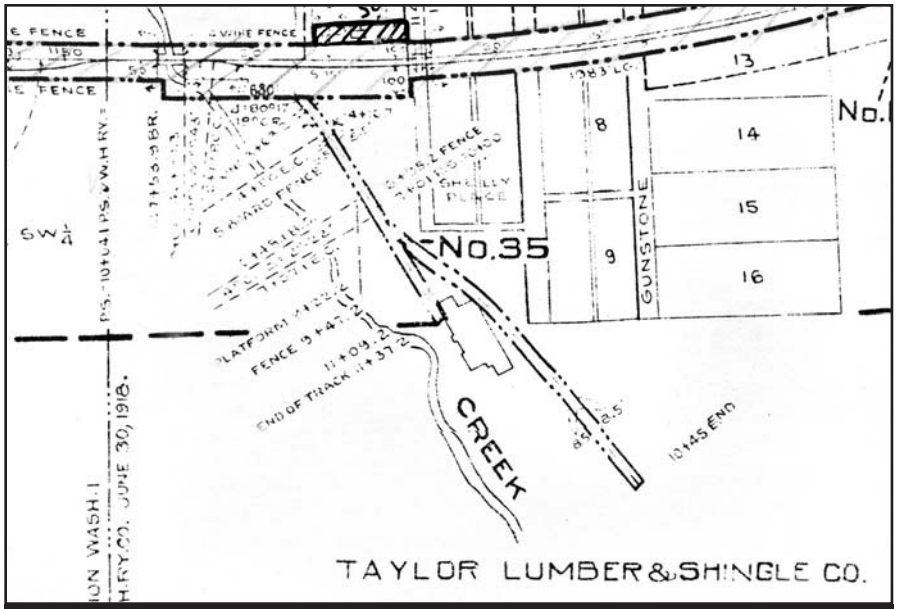


Figure 27-2 Milwaukee Railroad Valuation Map

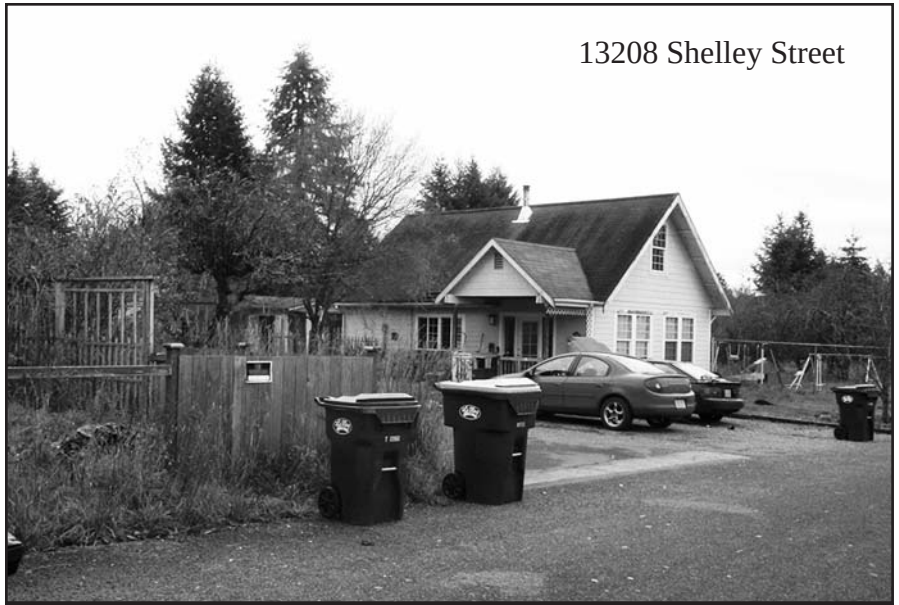


Figure 27-3 2011 Former Site of the Mill at Maytown

Somehow, the business carried on. In January, 1912, the Taylor Lumber & Shingle Company managed to buy materials needed to add an additional 0.25 mile of track. These were purchased from the McIntosh & Swan Logging Company, which was wrapping up operations immediately east of Maytown, along the Milwaukee mainline. Another headache for the company resulted from flooding on the property of John Gunstone, in the southeast quarter of Section 3. This ensued after the lumber company erected a dam on Beaver Creek, suggesting that the company may have been using a splash dam to move logs to the mill from that part of Section 3. The issue was resolved by paying Gunstone $125.00.

The Taylor Lumber & Shingle Company became insolvent later in 1912. At a sheriff's sale, all its assets were bought by the Maytown Lumber Company on August 10. Among those items were: buildings owned by the mill on the northwest quarter of the northwest quarter of Section 9, a planning mill, logging and railroad outfits, timber contracts, rights-of-way, track material bought from the McIntosh & Swan Logging Company in January, 1912, and the sawmill. The sawmill was located in Lots 1-3 of Block 7, of Maytown. This corresponds to the present-day corner of Highway 121 and Shelley Street. The residence at 13208 Shelley Street occupies part of the site of the former Maytown Lumber Company mill. Figure 27-3 is a 2011 photograph of the house at that address.

The Maytown Lumber Company had been incorporated on 18 April 1912, a few months before the sheriff's sale. The stockholders were J. R. O'Donnell, C. D. Hillis, DeLos E. Servis, and E. L. France. O'Donnell and Servis had been buying land and timber rights around Maytown since January of that year. One purchase, from Joseph Shelley, included almost all the east half of Section 4. It also granted the right to build a logging railroad, 30 feet wide, over this property. Most of this particular land lay north of the Milwaukee mainline. Shelley also agreed to allow the logging line of the Maytown Lumber Company to cross the southwest part of the orchard at his home place. The 1919 edition of *The Timberman Guide* reported that DeLos E. Servis was the lumber company's manager and also served as superintendent and purchasing agent. O. T. Mercer was the master mechanic. The railroad was 4 miles in length when the data was collected (1918). The 1921 edition of the same publication reported that the railroad had grown to a length of 5.5 miles and operated two locomotives: one geared, and one rod driven.

At various times, the Maytown Lumber Company and its predecessor, the Taylor Lumber & Shingle Company, built at least three systems of track. All converged at Maytown. The earliest, in operation by 1911, was built by the Taylor Lumber & Shingle Company. It was used to begin harvesting timber directly south of the mill, and likely was the only track that this company managed to construct. A trace of some of these grades, in the west half of Section 9, can still be appreciated in the 2003 Lidar Hillshade aerial image presented in Figure 27-4. The accidental death of F. S. Taylor probably occurred along this right-of-way. The Maytown Lumber

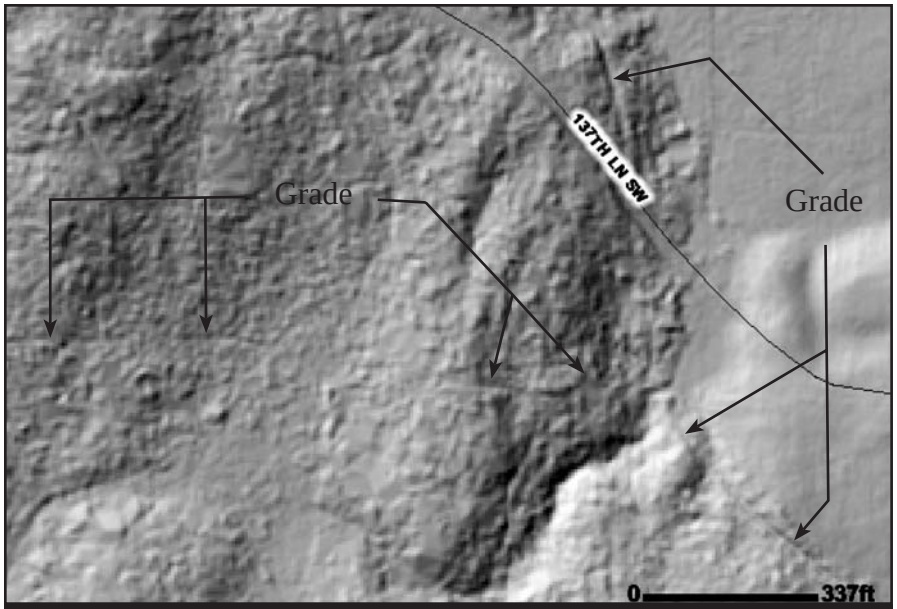


Figure 27-4 2003 Lidar Hillshade Image of Section 9

Company lengthened this line toward the south, in 1914, crossing what is now 140th Avenue. Figure 27-5 is part of the 1916 U. S. Geological Survey Map of the Chehalis Quadrangle. In this figure, the grade appears immediately north of 140th Avenue. At that time, only a limited amount of timber was available south of that location, in Section 16. This extension was probably abandoned after a few years. It was reactivated in 1926, when further logging occurred in Section 16 under an agreement with the contract loggers, Swan & McKay.

The second system of track was located north of the mill. While the Taylor Lumber & Shingle Company did remove logs from parts of the west half of Section 4, that company's activity occurred close enough to the mill that a railroad would not have been required. The Maytown Lumber Company became the owner of those lands in 1912 and then purchased additional property, north and east of the real estate acquired from the Taylor Lumber & Shingle Company. A right-of-way, north of the Milwaukee mainline, was installed to reach those areas. It curved north of Maytown, and is visible in Figure 27-6, part of the 1914 Washington Railroad Commission Map. A 1933 aerial photograph of the area, presented in Figure 27-7, demonstrates this right-of-way. Logs coming to the mill from this segment of track must have crossed the Milwaukee mainline, but a map of such a track arrangement has not been located.

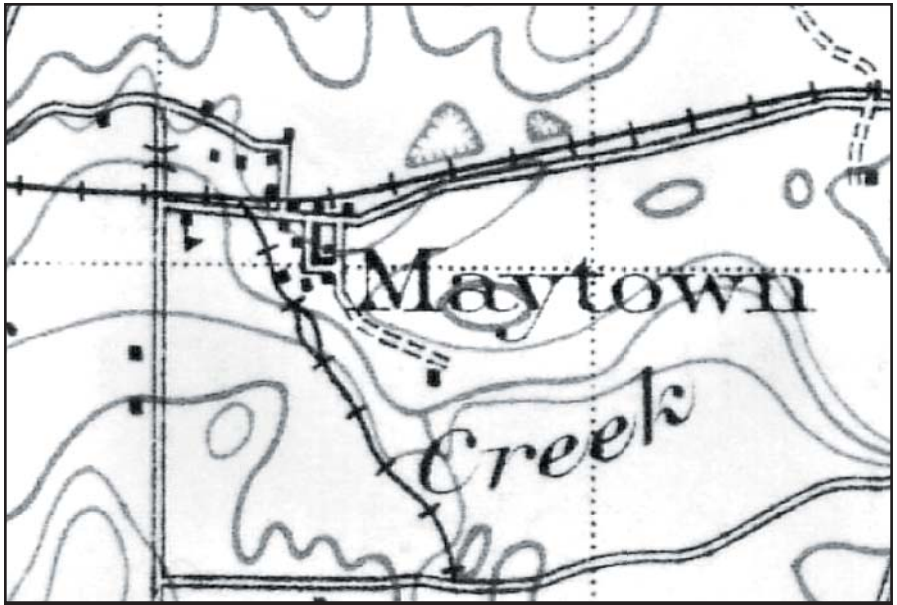


Figure 27-5 1916 U. S. Geological Survey Map

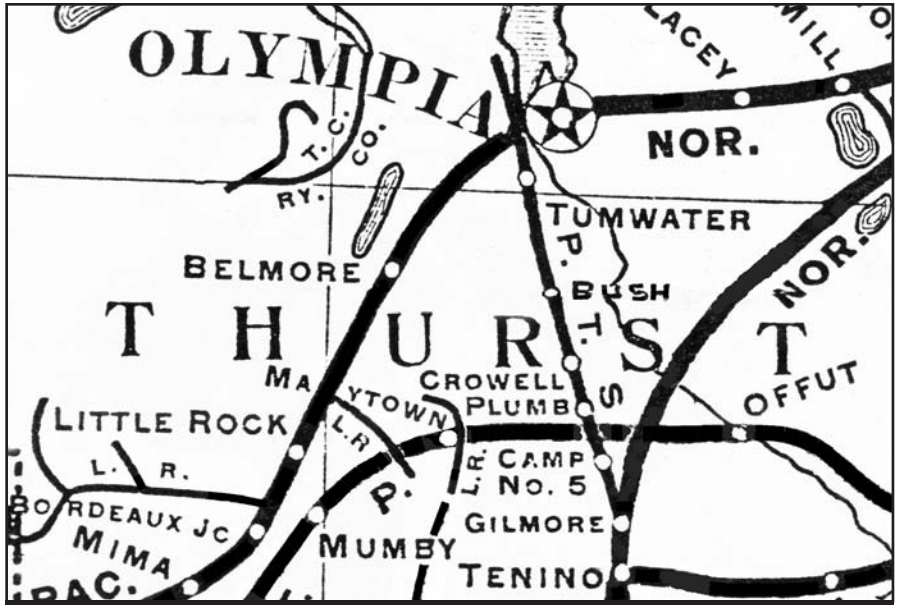


Figure 27-6 1914 Washington RR Commission Map

Maytown Lumber Company

Figure 27-7 1933 Aerial Photograph at Maytown

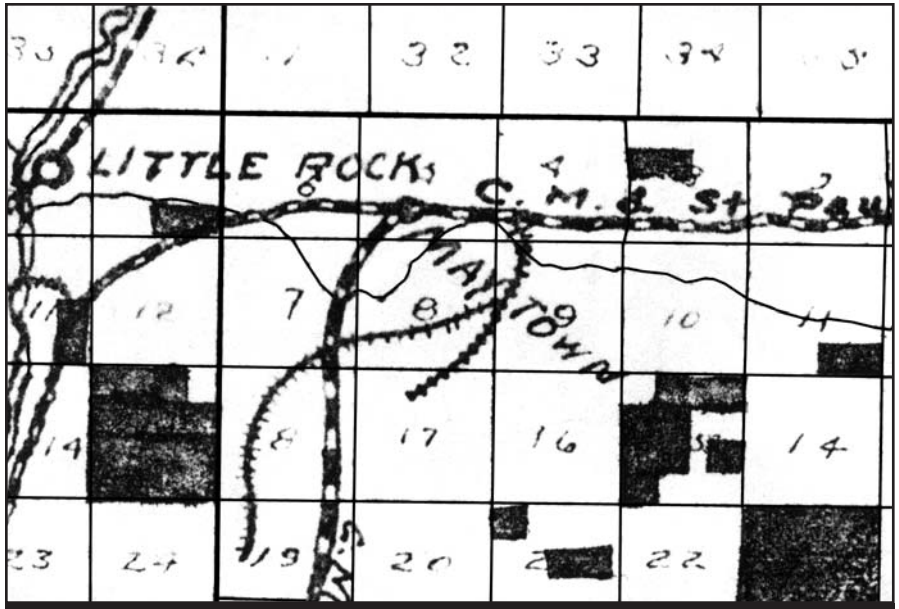


Figure 27-8 Circa 1917 Map, Weyerhaeuser Archive

The third system was the most extensive. It was used to access a large geographic area southwest of the mill. Construction of that right-of-way began in 1914 and progressed steadily. In 1916 the logging railroad crossed the Maytown-Chehalis line of the Milwaukee Railroad, in Section 7. The core track plan of the Maytown Lumber Company railroad, as it existed in approximately 1917, is presented in Figure 27-8. This figure reproduces part of a map preserved at the Weyerhaeuser Archive. Due to constraints of topography, the more southerly, shorter branch line depicted in this figure could not really have been oriented as shown. Precisely where this grade was located has not been determined.

Eventually, the third system reached as far south and west as Section 24, Township 16 North, Range 3 West. Active logging was still occurring there in the middle of 1925. The 1926 edition of *Directory of the Lumber Industry*, by *The Timberman* (data compiled in 1925) reported that the logging railroad was then 4.5 miles long.

One of the locomotives used by the company is illustrated on page 236. This was the first Class C engine built by the Climax Manufacturing Company. It was

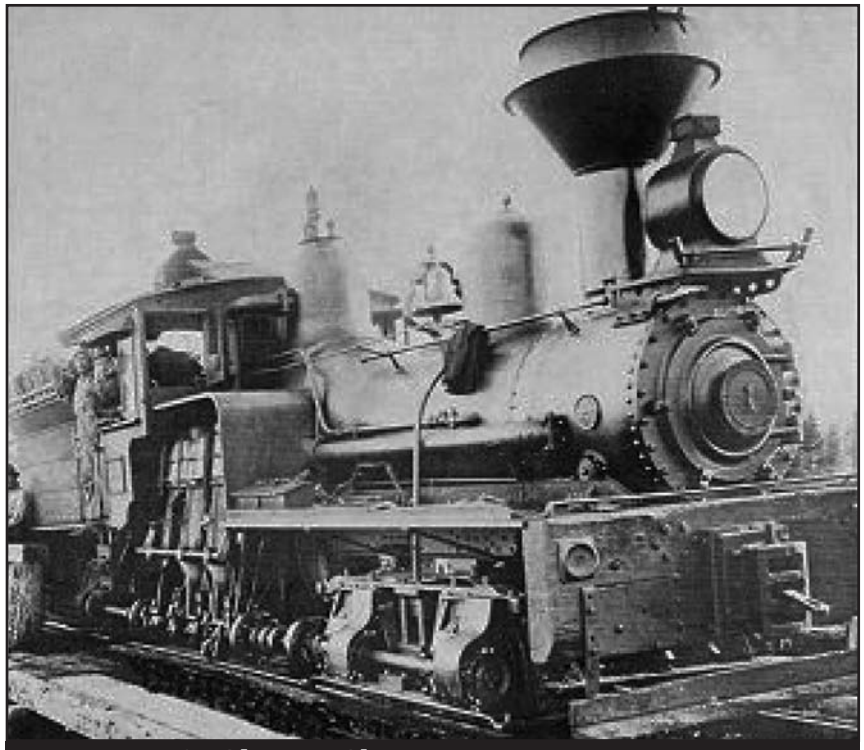
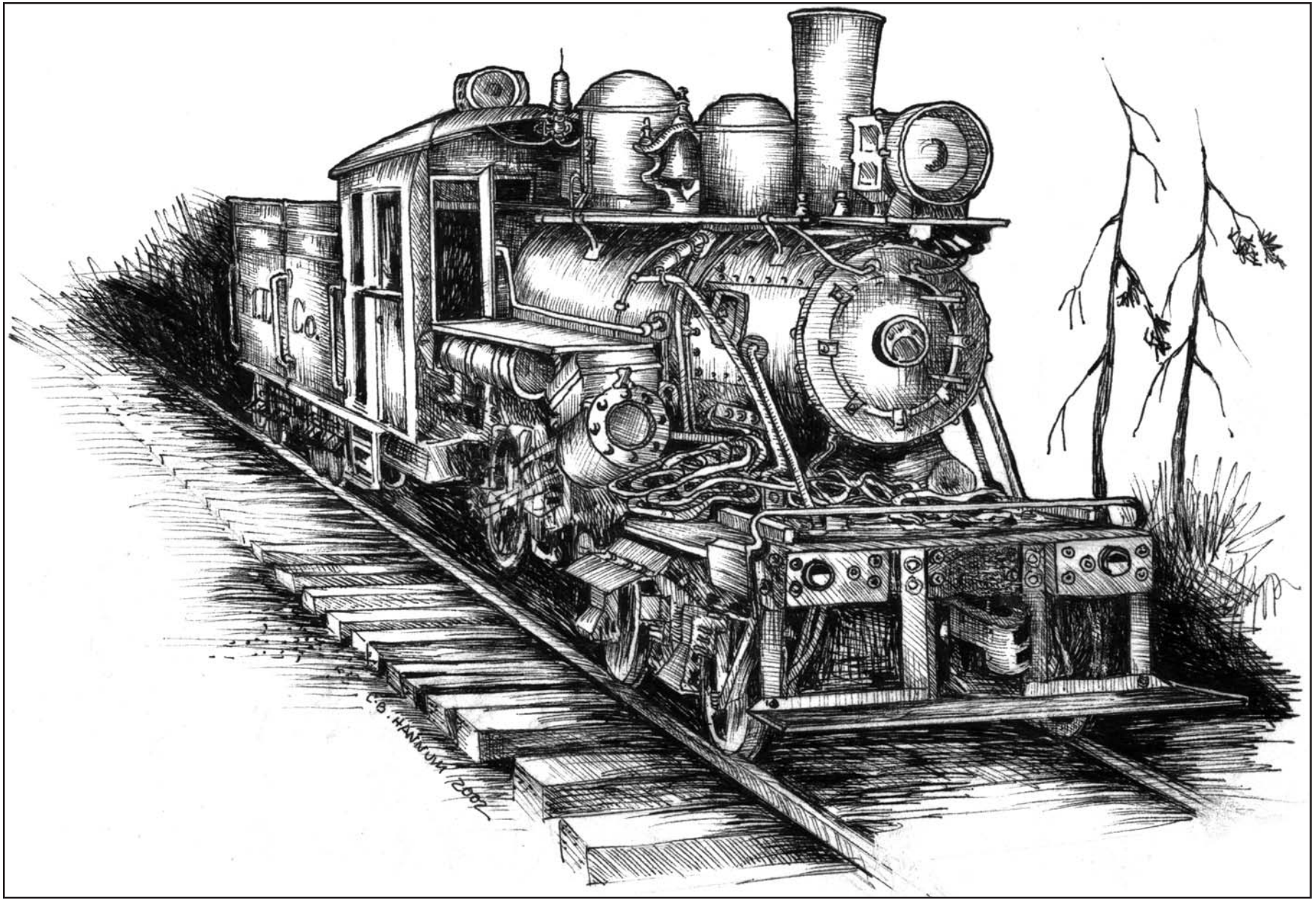


Figure 27-9 Class B Shay Locomotive # 1



Maytown Lumber Company, Class C Climax Locomotive

Maytown Lumber Company

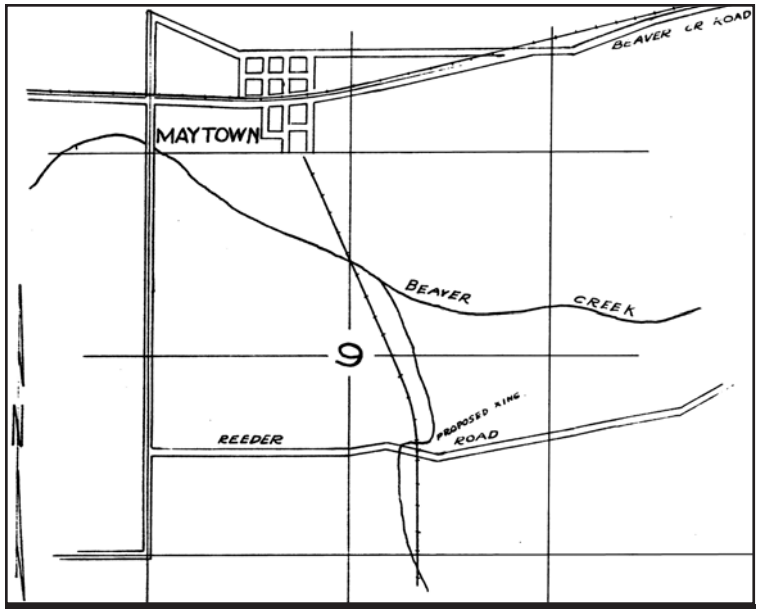


Figure 27-10 1926 Crossing Application

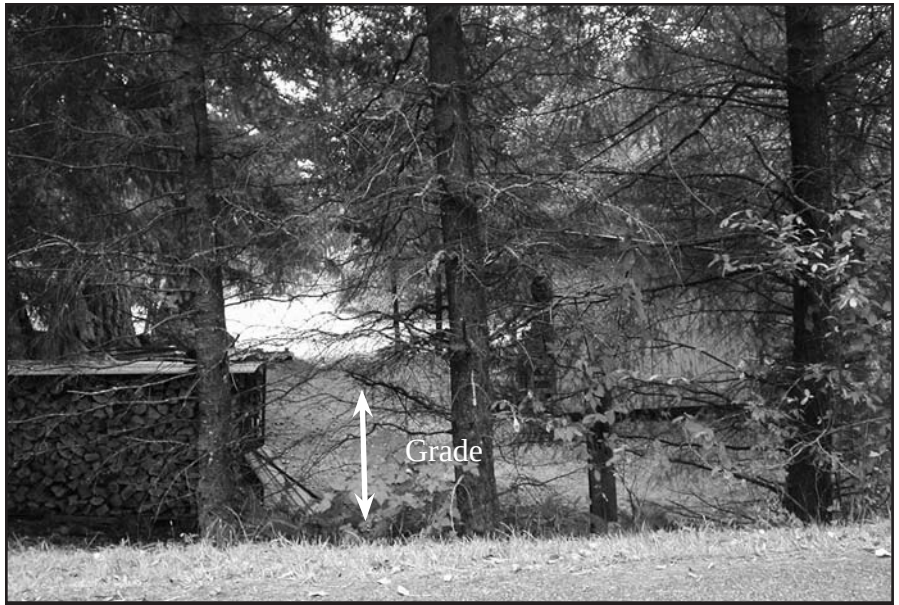


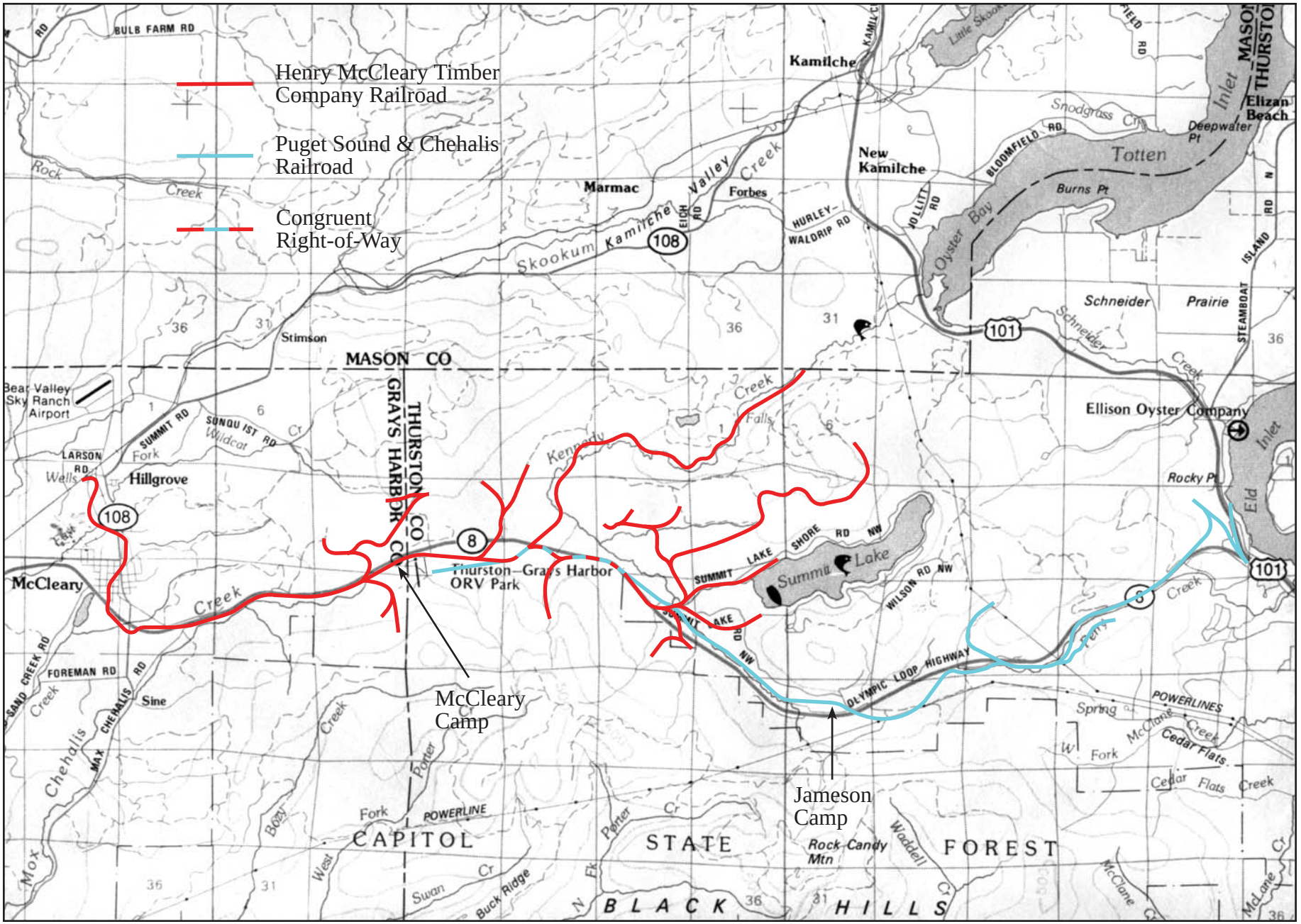
Figure 27-11 2011 View South at 2431 140th Avenue

produced in December, 1897 for the Colorado & Northwestern Railway. Built to 36 inch gauge, it subsequently spent time in Skagway, Alaska on the White Pass & Yukon Route Railway. In 1903, it was rebuilt to standard gauge and sold to the White Star Lumber Company at Whites, in Grays Harbor County, Washington. Its last home was with the Maytown Lumber Company. A Class B Shay locomotive was also a member of the Maytown Lumber Company roster. It was built in 1901 for the Phoenix Logging Company of Potlatch, Washington. It came to Maytown (along with George Simpson) in 1922. Figure 27-9, courtesy of Michael Kock, pictures the locomotive, which carried the # 1. After logging ended on this railroad, the engine was sold to Seattle's Hofius Steel and Equipment Company in March of 1929. It was scrapped in 1934.

The mill at Maytown was controlled, in varying degrees, by several different organizations between 1922 and 1925. These included George Simpson, C. A. Doty, the Maytown Mill Company, and the J. L. Jackson Lumber Company. Simpson was the brother of Sol Simpson, founder of the Simpson Timber Company of Mason County, Washington. George previously managed the Phoenix Logging Company at Potlatch, Washington, before moving to Maytown as President of the Maytown Lumber Company. He became the sole owner of the company on 21 July 1925. Exactly one week later, the mill at Maytown burned. The entire Town of Maytown was also destroyed, leaving 100 people homeless. George Simpson's subsequent death left a management vacuum while his estate was probated. The railroad remained idle until its rightful owner could be determined.

The 17 December 1926 edition of the *Mason County Journal* declared that Roy Simpson, son of the deceased George Simpson, had moved to Maytown. He managed the majority ownership that George Simpson formerly had in the Maytown Lumber Company. From 1926 to 1929, Roy disposed of unneeded Maytown properties. The land where the sawmill had been was sold back to Joseph Shelley. Excluded from that sale was the railroad track through the Shelley property. That right-of-way was to be retained as long as necessary, to finish cutting Simpson timberland south of Maytown. The same newspaper article went on to say that "Swan & McKay, who handle the logging, have the railroad branch in condition and are already sending logs to the [Milwaukee] mainline." Swan & McKay constructed new grades, south of 140th Avenue (which was then part of Reeder Road). These were tributary to the abandoned right-of-way built in 1914. Figure 27-10 comes from the 1926 Swan & McKay application to the Washington Utilities and Transportation Commission. Permission to reopen the older grade crossing was granted. Figure 27-11 is a 2011 view south at 2431 140th Avenue. Here, the path of the logging line headed due south, between the woodpile on the left and the outbuilding on the right.

Near the end of 1928, Swan & McKay finished their logging south of 140th Avenue when available timber ran out. The railroad was removed in 1929. Thus ended the history of the Maytown Lumber Company.



Route Map of the Henry McCleary Timber Company Railroad and the Puget Sound & Chehalis Railroad

28

Henry McCleary Timber Company

The origin of the Henry McCleary Timber Company railroad can be traced to an earlier logging line constructed by the Puget Sound & Chehalis Railroad Company. Conceived in November of 1888, this antecedent enterprise utilized a log dump on Mud Bay. Its mainline right-of-way extended west from that terminal. State Highway 8 follows the same general course, in modern times, as that railroad did at the end of the nineteenth century.

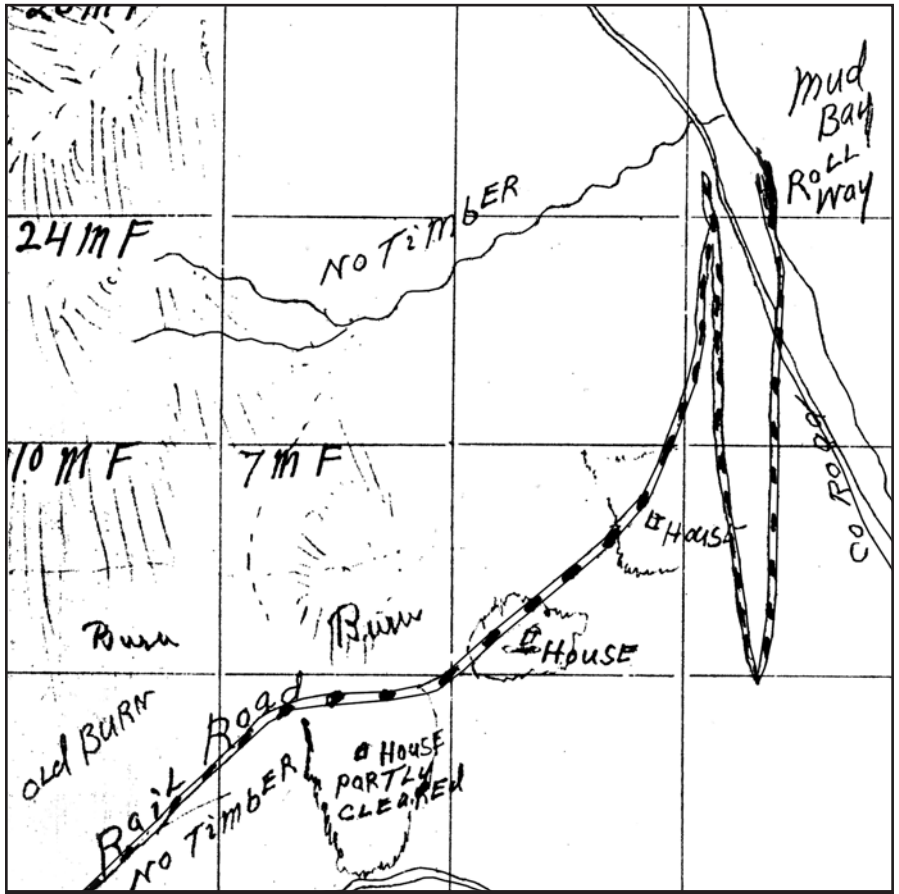


Figure 28-1 1904 Cruise of Section 11, T 18 N, R 3 W

The promoters of the Puget Sound & Chehalis had grandiose plans. The 1890 edition of Poor's Manual of Railroads noted that the railroad expected to build an extension to Montesano. But financial problems intervened the next year, and the line failed to accomplish that goal. Soon, the Puget Mill Company, which had provided start-up capital and a locomotive for the railroad, made an attempt to recover its investment. It launched a successful lawsuit in Federal Court in October of 1891. Records from that case indicate that the company's log dump and rollway were located in Lot 1 of Section 11, Township 18 North, Range 3 West. The modern residence at 2144 Madrona Beach Road is constructed upon that site. Figure 28-1 is part of a 1904 timber cruise of this section. Two switchbacks, collectively called "The Switchback," were used to ascend the hill immediately west of the portion of Eld Inlet referred to as Mud Bay. Figure 28-2 is a modern map which demonstrates the location of "The Switchback."

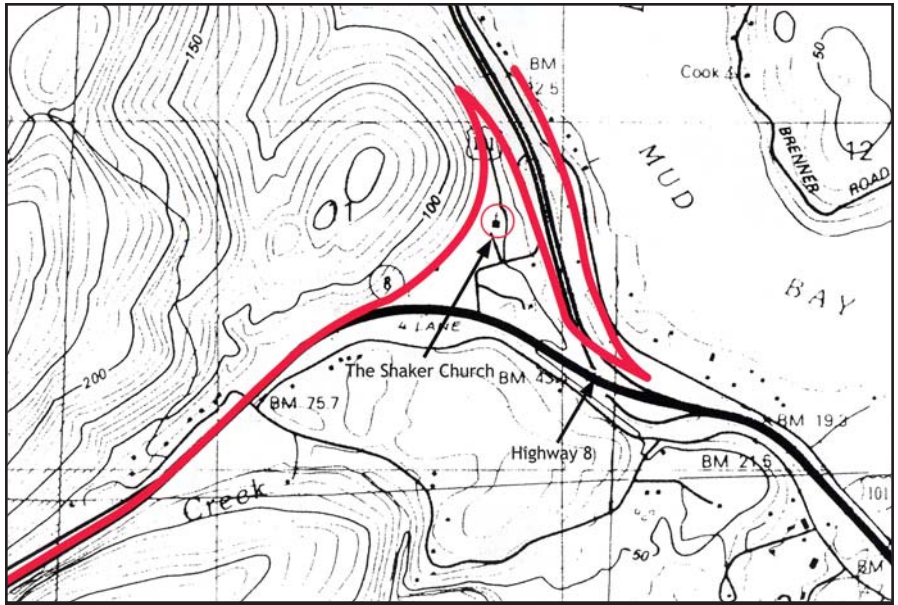


Figure 28-2 "The Switchback" on a Current Map

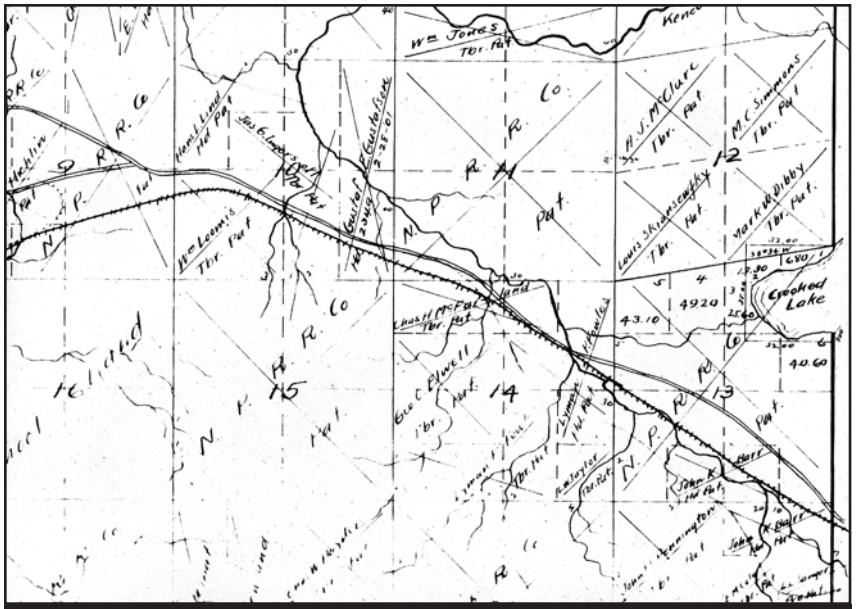


Figure 28-3 Pre-1900 Map, West Part of P S & C RR

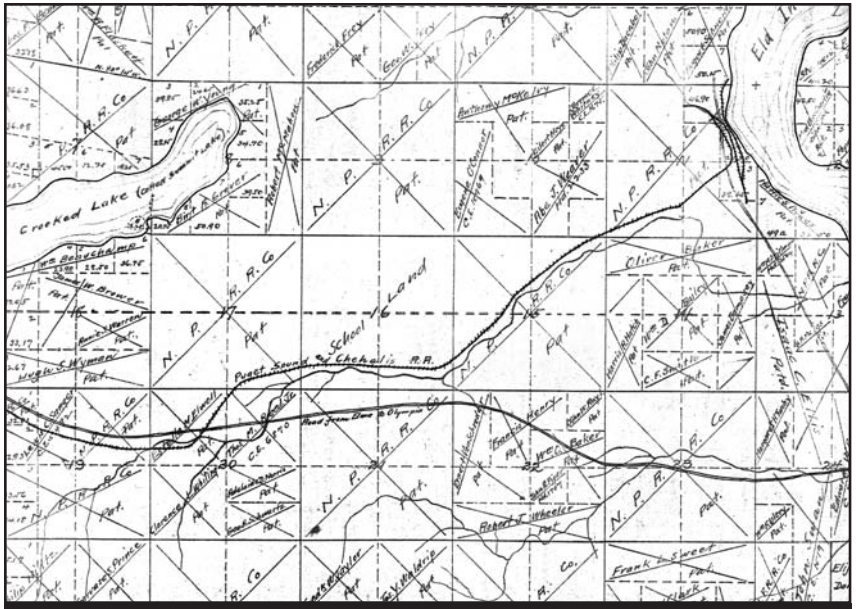


Figure 28-4 Pre-1900 Map, East Part of P S & C RR

Figures 28-3 and 28-4 are parts of an undated map produced sometime before the Weyerhaeuser Timber Company obtained title to lands designated therein as "N. P. R. R. Co." (Northern Pacific Railroad Company). The course of the logging railroad can be followed from the log dump to a point west of Summit Lake (therein labeled Crooked Lake). Figure 28-5 demonstrated the line's projected route as far west as Elma. However, west of the border between Thurston and Grays Harbor Counties, a prepared right-of-way has not been discovered, and probably was never graded. The map from which this figure was taken is Gibson's 1908 Map of Washington. Significantly, that map also displays an unconstructed portion of the Port Townsend Southern Railroad, between Olympia and Totten Inlet. For that reason, it seems likely that this map was actually published initially in the early 1890s, and that later editions were not updated.

Figure 28-6 comes from the Washington State Department of Transportation and is dated 21 April 1915. It is part of Sheet # 5 of Construction Contract # 245 and covers Sections 15 and 16 of Township 18 North, Range 3 West. These plans were used in constructing what is now Old Olympic Highway, between Olympia and Grays Harbor County. In turn, this road was replaced in the late 1950s by State Highway 8. The "OLD LOGGING RY. ROADBED" is the Puget Sound & Chehalis Railroad; the waterway is Perry Creek.

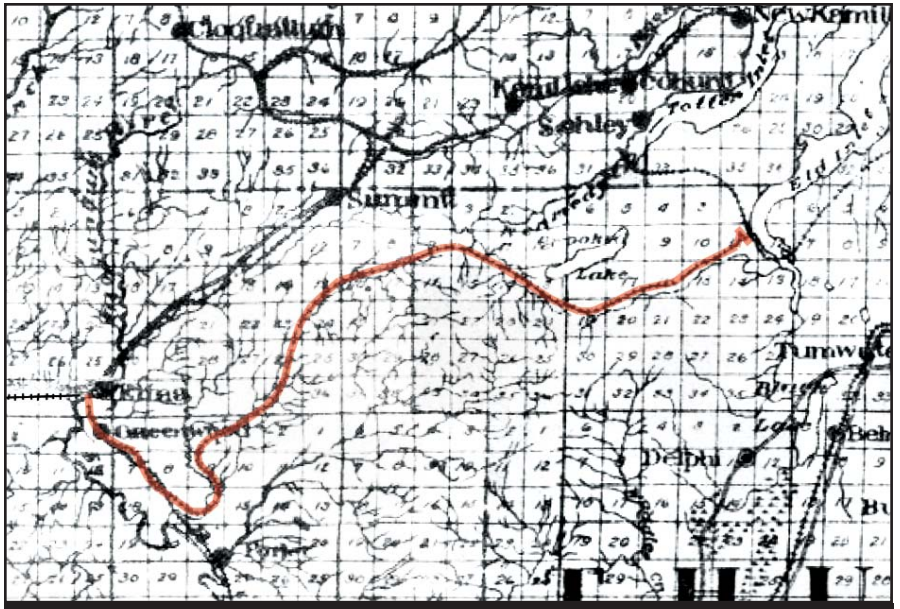


Figure 28-5 1908 Part of Gibson's Map of Washington

At the conclusion of its 1891 lawsuit, the Puget Mill Company controlled the railroad and its associated timberland. Shortly thereafter, these assets were sold to Alfred Mosher and W. A. McDonald. The deed, dated 29 April 1893, described the rail line, the entirety of which was referred to as "The Switchback." It was 2.5 miles long, but only 1.0 mile was in operation. The remainder consisted of 0.5 mile of graded right-of-way and 1.0 mile of merely surveyed and slashed forest land. The company owned two cars, and an engine, which is illustrated on page 244. This locomotive was built by the H. K. Porter Company and is currently on display at Beerbower Park in the City of McCleary. Figure 28-7 is a 2001 photograph made at the park.

In the past, there has been some controversy concerning the gauge of the Puget Sound & Chehalis Railroad. Information available at Beerbower Park declares that the locomotive on display there was originally built as a narrow gauge engine. Supposedly, it was converted to standard gauge after leaving the Puget Sound & Chehalis Railroad. However, the 24 June 1889 issue of *The Oregonian* noted that that the Puget Sound & Chehalis was of standard gauge. In addition, H. K. Porter records indicate that the Puget Mill Company purchased a standard gauge, 0-4-2T engine, Builder # 946, completed in June, 1888.

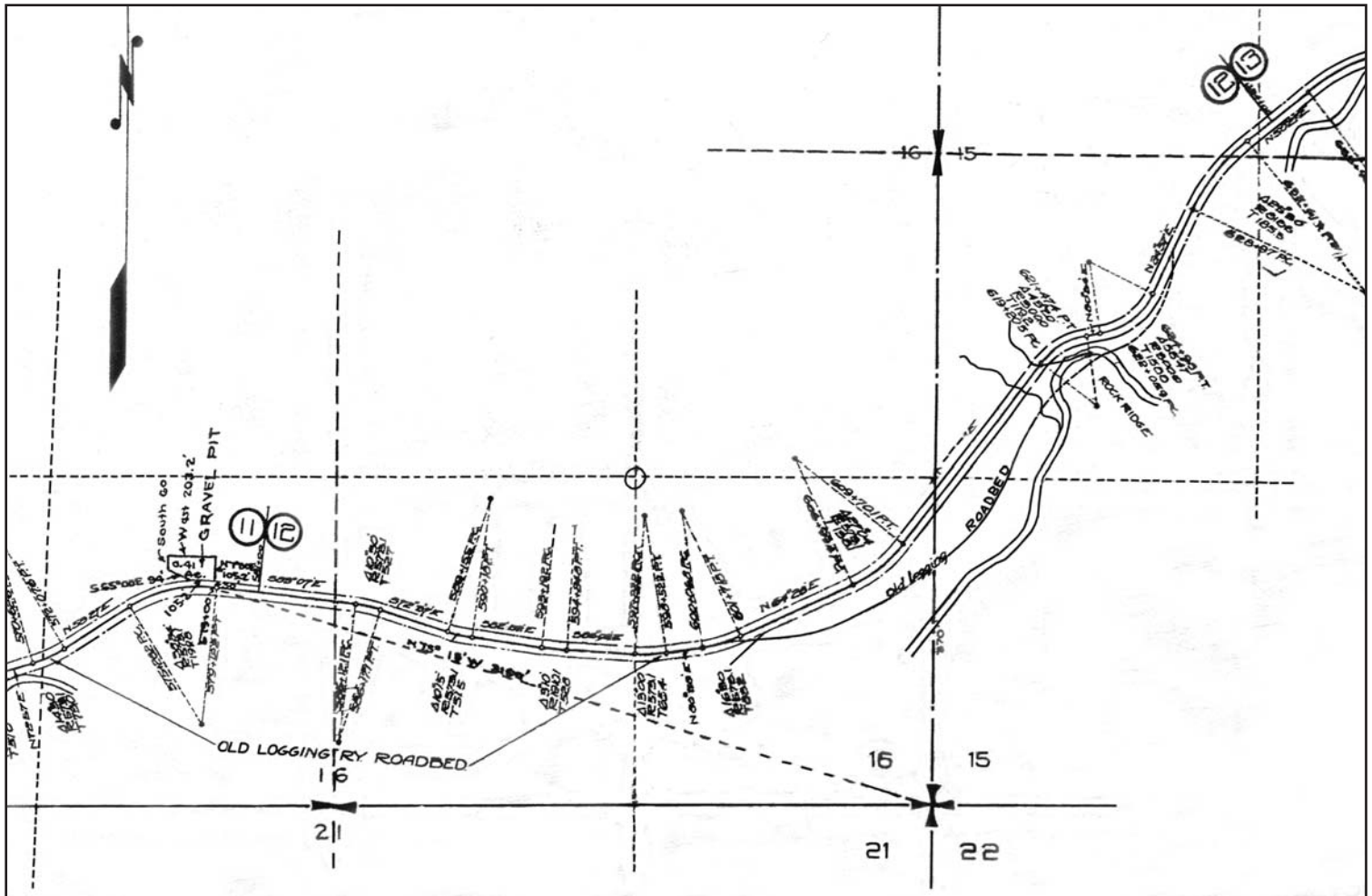


Figure 28-6 1915 Construction Map, Old Olympic Highway, Township 18 North, Range 3 West

Henry McCleary Timber Company

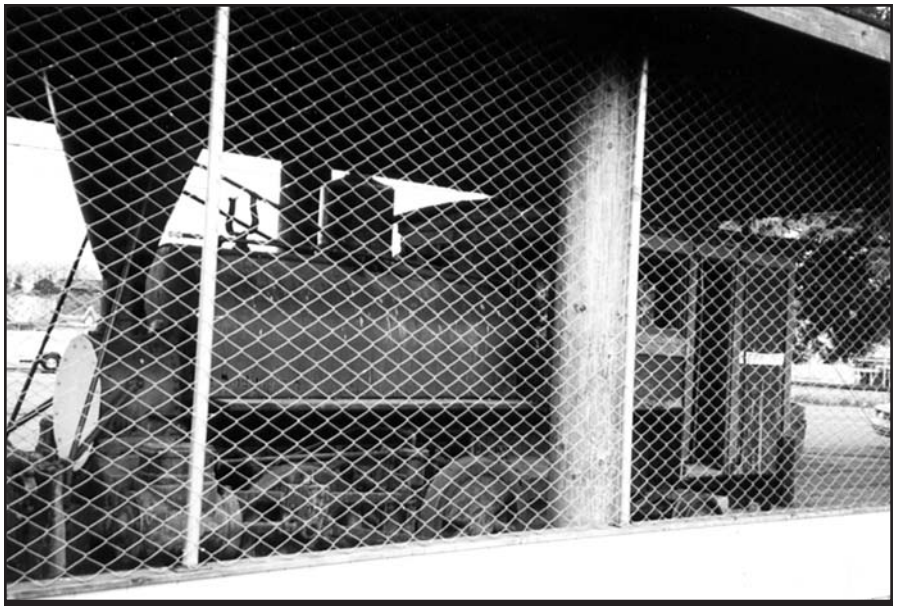


Figure 28-7 2001 H. K. Porter Engine at Beerbower Park

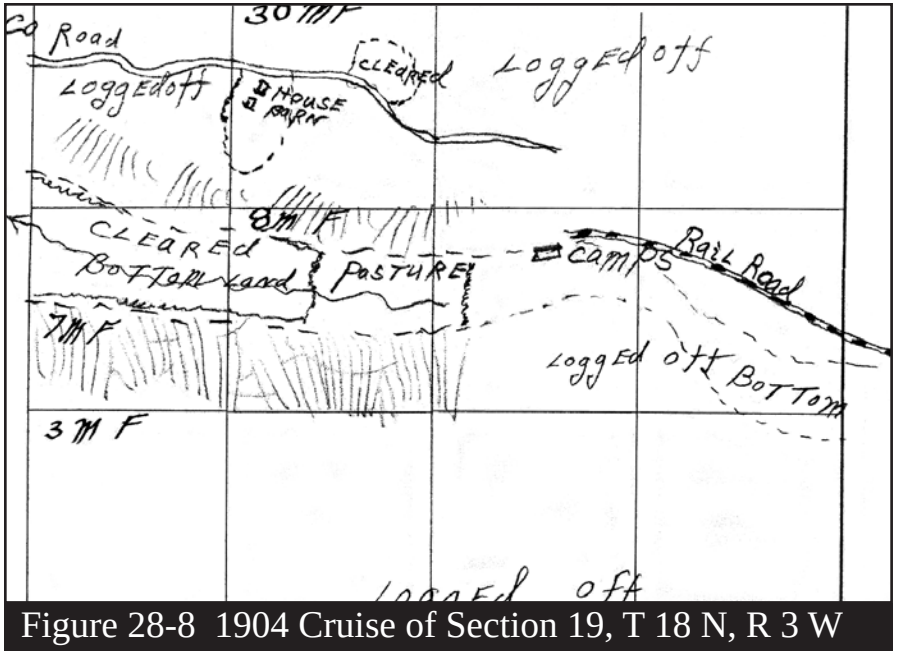


Figure 28-8 1904 Cruise of Section 19, T 18 N, R 3 W

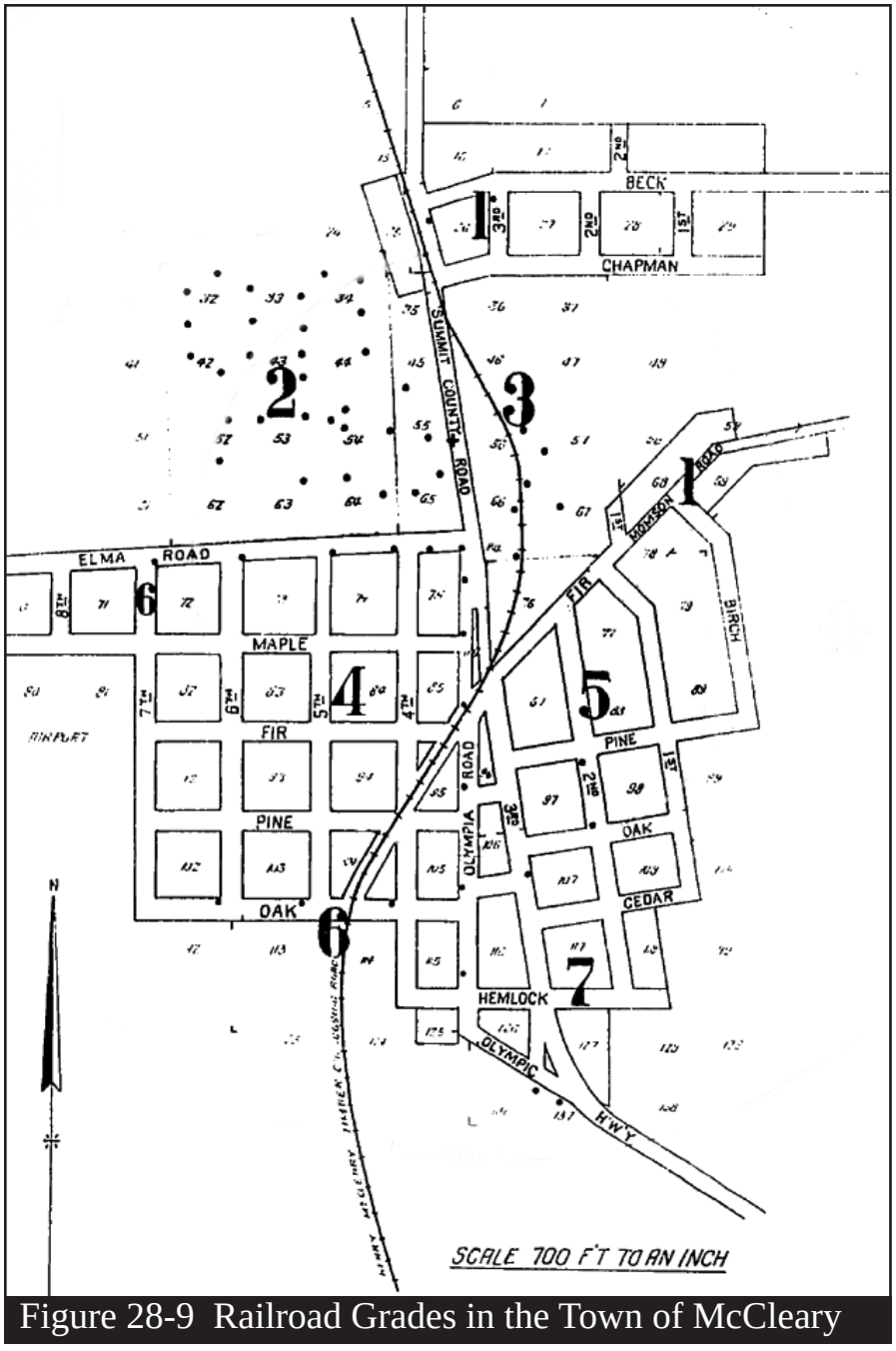


Figure 28-9 Railroad Grades in the Town of McCleary

All questions regarding the gauge of this railroad are resolved by an article that appeared in the 27 April 1888 edition of the *Mason County Journal*. Commenting on the construction of the Puget Sound & Chehalis Railroad, the newspaper mentioned that "A small locomotive and iron were obtained from the Olympia & Tenino road [the Olympia & Chehalis Valley Railroad]." The latter line was narrow gauge and probably was used during initial construction of the Puget Sound & Chehalis. However, the 27 July 1888 issue of the same newspaper reported that "A new 21-ton locomotive has arrived in Seattle and is to be used on the new logging railroad on Mud Bay."

Mosher & McDonald were insolvent in October of 1895 and the railroad was being operated by a receiver. The 3 December 1897 *Mason County Journal* mentioned that "The [company's] camp buildings, which burned last summer, have been rebuilt. The camp is situated near Summit Lake, about six miles from the bay, on the railroad." The Puget Mill Company bought the railroad back from the receiver, Jacob Furth, in April of 1898. At that time, the line was four miles long.

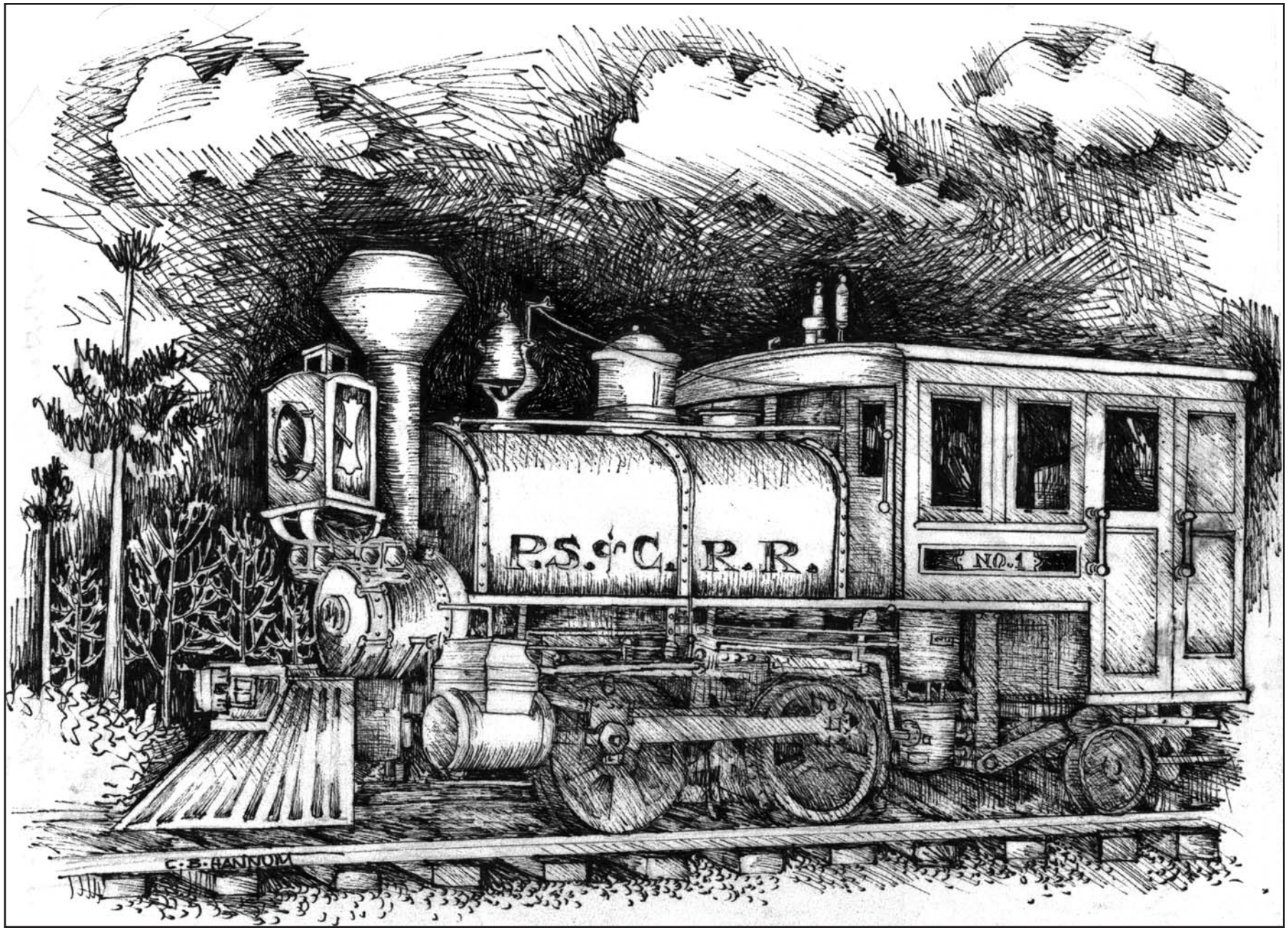
Early in the twentieth century, the J. S. Jameson Logging Company operated the railroad. Subsequently it came to be owned by a Seattle investment group, the Wolverine Company. The right-of-way terminated at a camp noted in the 1904 timber cruise of Section 19, Township 18 North, Range 3 West. The cruise is reproduced in Figure 28-8. Jameson's company was cutting timber immediately northeast of the camp, as well as in the south half of the same section.

The Henry McCleary Timber Company bought the railroad, with associated timber rights, from the Wolverine Company on 28 November 1905. Henry McCleary also secured a connection to the Northern Pacific Railroad. That spur was located immediately north of the Town of McCleary, at Summit, Washington. Thereafter, McCleary began building a new logging line toward the east, from his sawmill at McCleary. No longer was there any reason to export logs through the log dump at Mud Bay, and that facility was abandoned. The rails of the Puget Sound & Chehalis right-of-way were taken up and used to construct the McCleary railroad. The H. K. Porter locomotive was transported to McCleary and finished its working life as a yard engine. Figure 28-9 is a map of the Town of McCleary. The track to the north led to the Northern Pacific spur at Summit. Rails leading south were part of the McCleary logging line. Figure 28-10 is a 1927 photograph made in downtown McCleary. The view is north, from a location south of the mill. The railroad crossed 3rd Street, on the right, and Main Street, on the left.

While Old Olympic Highway was being built, gravel used in constructing the portion in the extreme eastern part of Grays Harbor County was brought to that locale via the McCleary railroad. A bunker, next to the McCleary mainline, was used to dump gravel into waiting trucks. Figure 28-11, courtesy of the McCleary Museum, captured two gondola cars and the railroad's Shay engine, at the bunker. Figure 28-12, from the same source, was made on a foggy day. It gives a better view of the mainline. Both of these photographs were labeled "Summer, '23," and were likely taken in the south half of the northwest quarter of Section 18, Township 18 North, Range 4 West.

Only a small portion of the Puget Sound & Chehalis right-of-way was reused by McCleary's railroad. The two lines were congruent for approximately one mile, through Sections 10 and 11 of Township 18 North, Range 4 West. The lines crossed each other in Section 14, although not at grade, and the two railroads were never in operation at the same time. Both of these areas of interest can be located on the map at the beginning of this chapter. When no longer needed, the McCleary railroad was abandoned, with the last of its rails removed in November, 1934.

Figure 28-10 1927 View North in the Town of McCleary



Puget Sound & Chehalis Railroad, Engine # 1

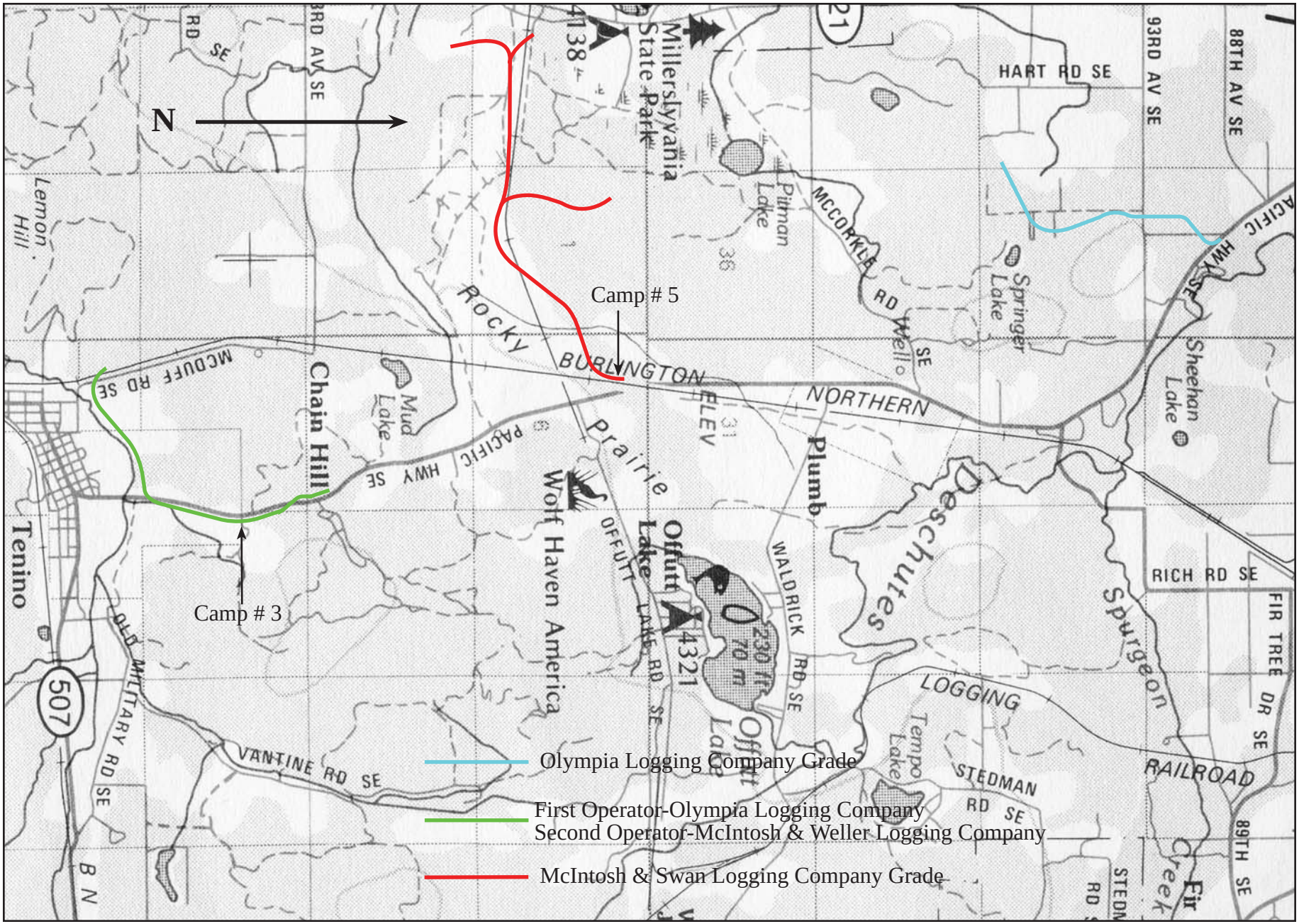
Henry McCleary Timber Company

Figure 28-11 1923 McCleary Shay Engine at Bunker

Figure 28-13 2001 View East toward the Shaker Church

Figure 28-12 1923 Gravel Bunker next to Mainline

South Puget Sound Railroad Mania appeared in 2006. That book corrected several errors contained in the First Edition of Gone But Not Forgotten, Abandoned Railroads of Thurston County, Washington. It also included extensive new material pertaining to the McCleary railroad. A lengthy tour of the line can be found in that 2006 publication, and will not be repeated here. Nonetheless, one photograph, which was part of the First Edition, is reprinted here. Figure 28-13 was made in 2001 while facing east, standing on the Puget Sound & Chehalis grade. The visible structure is the Indian Shaker Church, which can be located in Figure 28-2. Modern construction has obliterated much of this pioneer logging line, but it can still be found easily at this location.



Route Map of the McIntosh & Swan Logging Company Railroad and Predecessor Lines

29

McIntosh & Swan Logging Company

The McIntosh & Swan Logging Company was the final operator of a succession of four logging enterprises located in Thurston County. The first of these came into existence late in 1902 as the White Logging Company, which was controlled by Allen White. White sold his share of the company in June, 1903, when Sol Simpson joined the business. At that time, the name of the organization changed to the Olympia Logging Company. Eventually, Thomas Bordeaux became President of that venture. The logging company became a partnership when sold in February, 1906 to Robert B. McIntosh and W. A. Weller. Weller left the enterprise in 1908. At about that time, James Swan became McIntosh's new partner in the McIntosh & Swan Logging Company.

The map at the beginning of this chapter portrays one grade operated solely by the Olympia Logging Company. It appears in blue. Grades used first by the Olympia Logging Company and later, by McIntosh & Weller, are shown in green. Red denotes the track utilized only by the McIntosh & Swan Logging Company.

Commencing in 1902, logs were shipped sucessively from at least three different interchange points located along the Port Townsend Southern Railroad, Delusions of Grandeur, The Olympia & Tenino Railroad contains a detailed account of these operations. The Olympia Logging Company built the first interchange at a spur which is currently used as a driveway located between the residences at 8925 and 8931 Old Highway 99. Some of that right-of-way can be seen in Figure 29-1, which comes from a 1974 road map. The entire path of the spur is visible in Figure 29-2, which superimposes the right-of-way on a 1990 aerial photograph. Camp # 1, and possibly Camp # 2, were likely located along this segment of track.

Between 1903 and 1906, the Olympia Logging Company constructed a 2.0 mile railroad that connected with the Port Townsend Southern, approximately 0.5 mile north of Tenino. The link is portrayed in Figure 29-3. A major logging camp sited along this segment of track was designated Camp # 3. A few years later, the Hartson-Otis Lumber Company reused part of this grade for its own logging. Within the two years after McIntosh & Weller bought the Olympia Logging Company's assets (no locomotive was included), the track leading to Camp # 3 was pulled up and moved north to Rocky Prairie.

A document dated 13 May 1906, obtained from the Weyerhaeuser Archive, suggests that McIntosh & Weller had signed an agreement in principle with the Weyerhaeuser Company. The document gave the logging company potential rights to harvest Weyerhaeuser timber in Sections 2 through 17, Township 16 North, Range 2 West. To carry out a proposal of this proportion would certainly have required the loggers to use a railroad to log all those sections. At the time this agreement was made, McIntosh & Weller were already removing timber from the Lemuel Whittaker property at Rocky Prairie, south of the Weyerhaeuser lands. Initially, logs were brought to the Port Townsend Southern by skid road. The documented presence of Camp # 3 and Camp # 5 implies that a Camp # 4 existed at some time and place. Possibly, it was located near Rocky Prairie, and in use between 1906 and 1908.

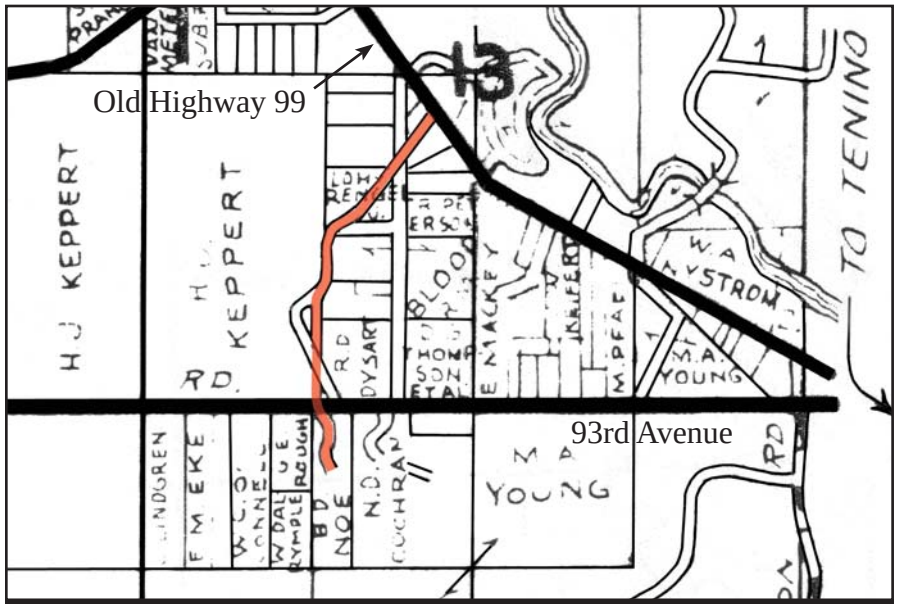


Figure 29-1 1974 Road Map along Old Highway 99

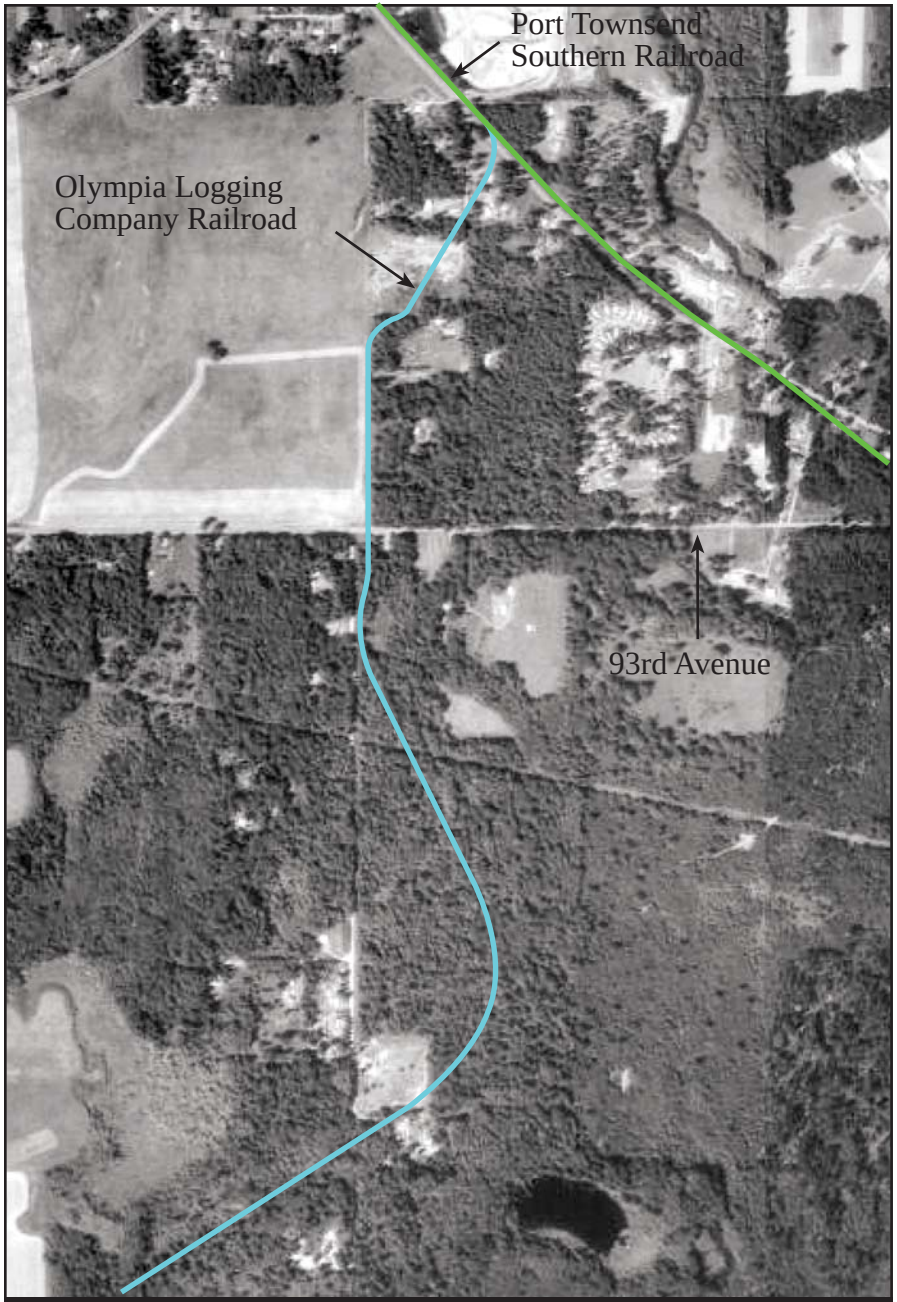


Figure 29-2 1990 Aerial Photograph with Spur Added

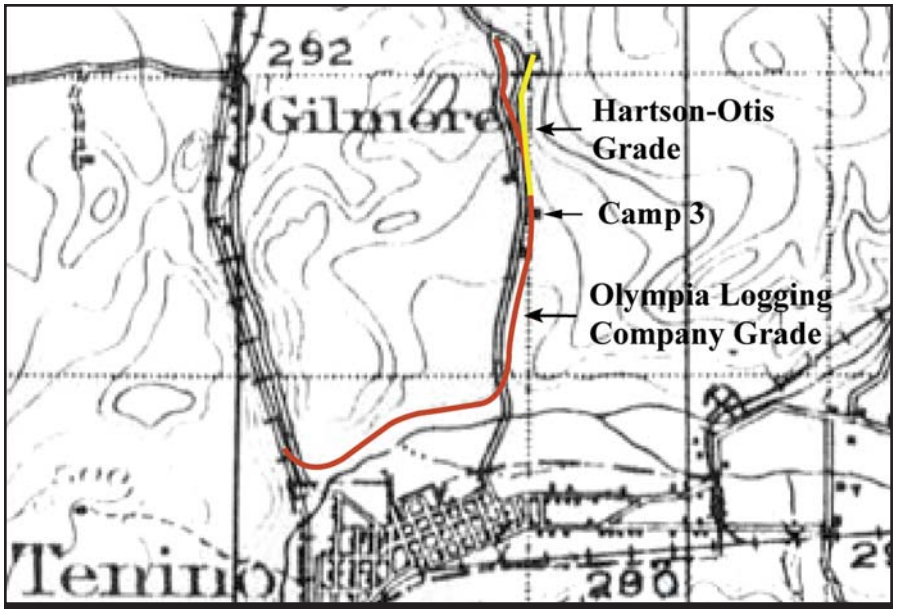


Figure 29-3 1916 Geological Survey Map with Grades

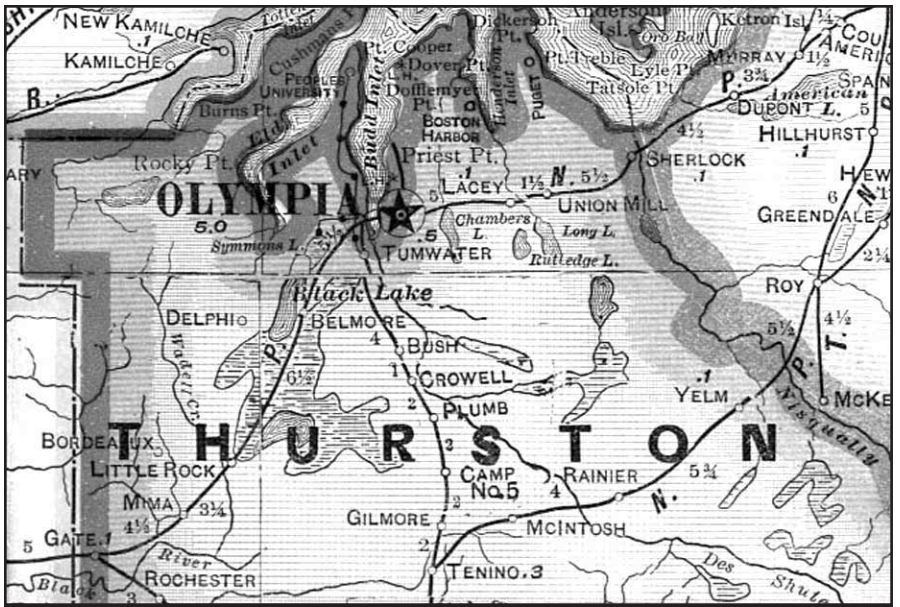


Figure 29-4 1909 Cram's Map of Thurston County

McIntosh & Swan Logging Company

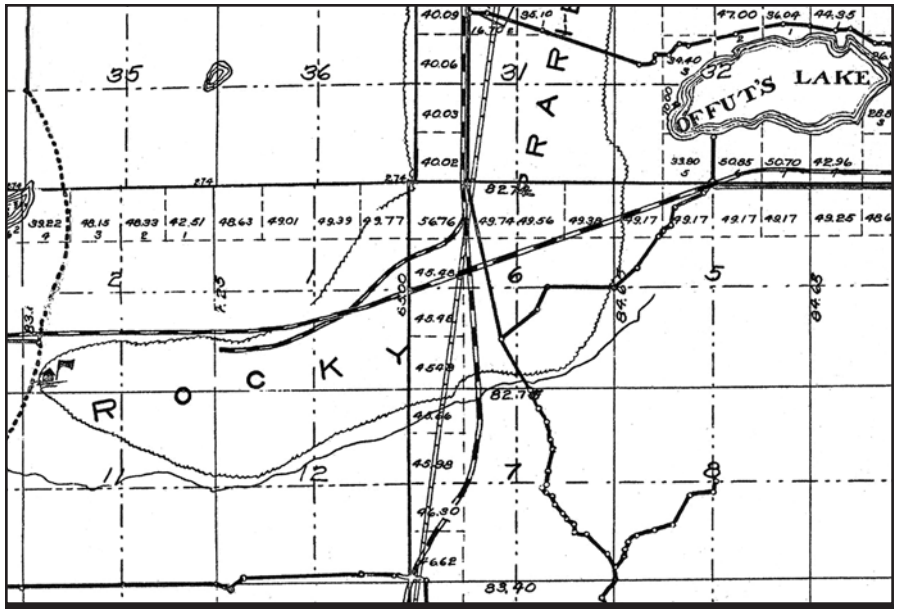


Figure 29-5 1909 Thurston County Engineer's Road Map

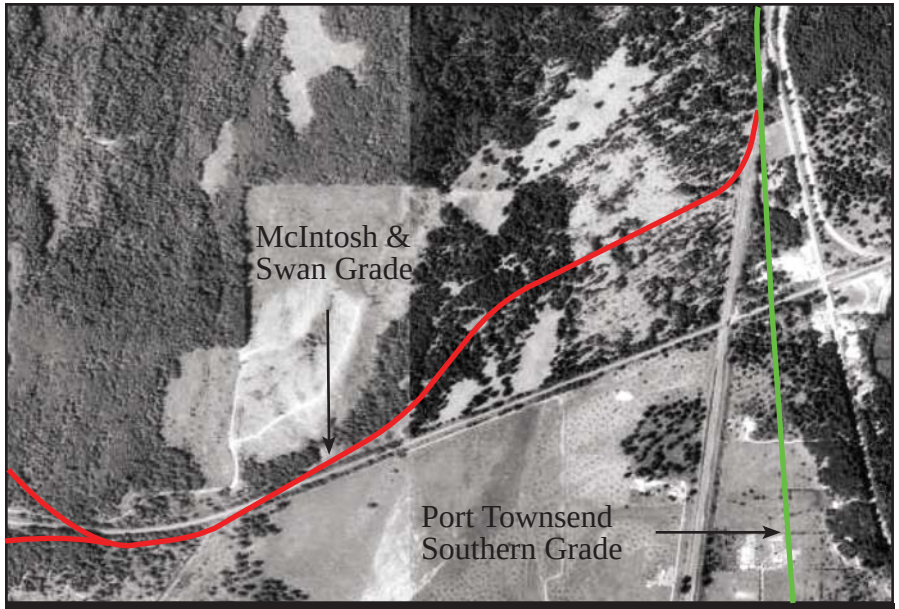


Figure 29-6 1990 Aerial Photograph West of Camp # 5

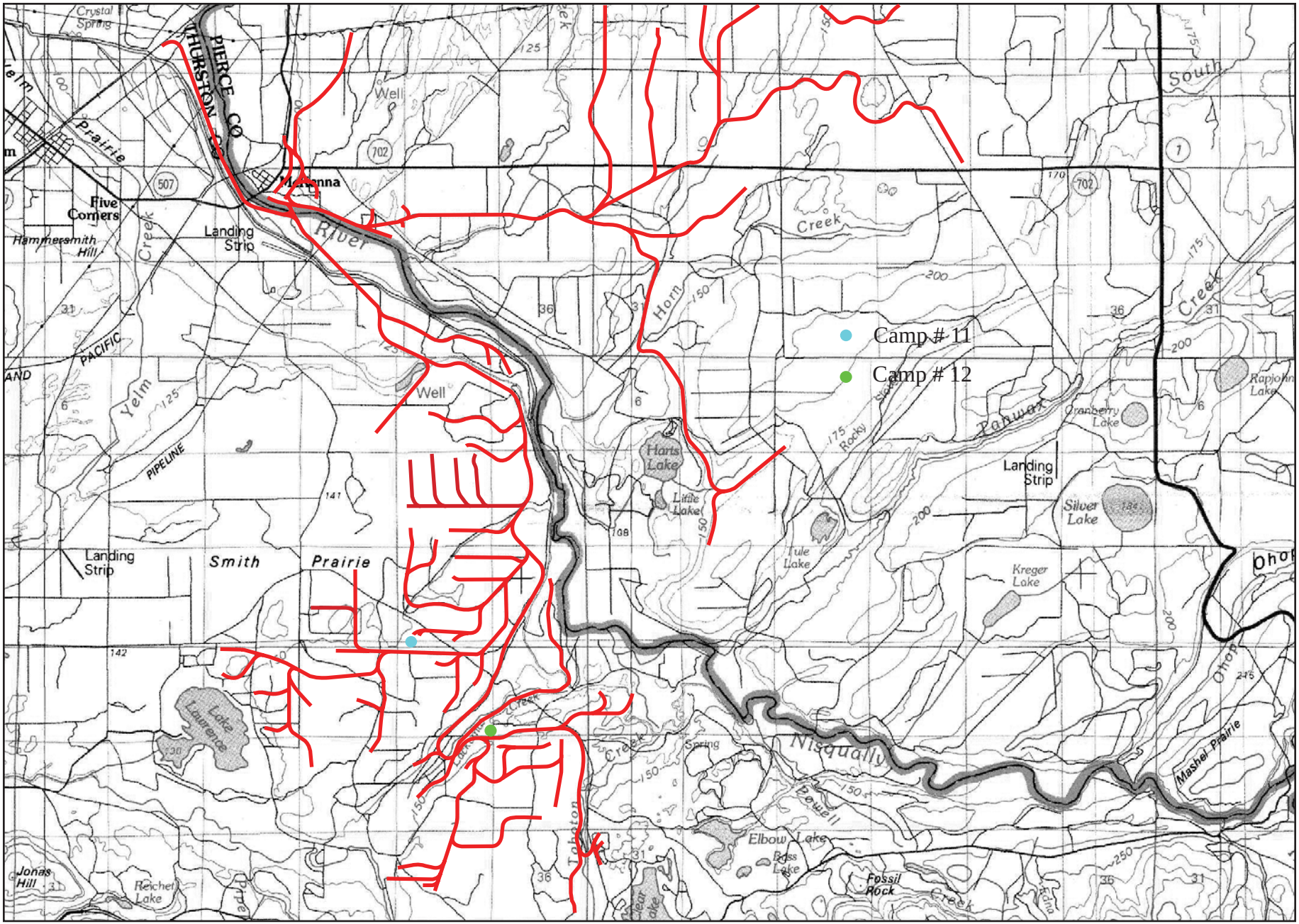
In March of 1908, the Port Townsend Southern put in a spur at Rocky Prairie for the logging company. Rails were removed from the right-of-way that served Camp # 3 and moved to the new location. Camp # 5 was set up at the junction of the logging spur and the Port Townsend Southern. By that time, James Swan had replaced W. A. Weller as the partner of Robert B. McIntosh. Figure 29-4 is from Cram's 1909 Map of Thurston County. It indicates the location of McIntosh & Swan's Camp # 5.

Part of a 1909 Thurston County road map is reproduced in Figure 29-5. It most likely reflects conditions that existed sometime in 1908. Therein, the McIntosh & Swan logging railroad appeared to be approximately 1.5 miles long. The 1908 edition of *Western Railway and Logging Directory* reported that the line was 2 miles in length and had no locomotive of its own. Switching would have been done by the Port Townsend Southern, which also supplied flat cars used to ship logs.

Construction of the Milwaukee Railroad mainline through this part of Thurston County had an immediate effect on the McIntosh & Swan railroad. Grading for the Milwaukee line began in June, 1909 and track-laying was completed in June, 1910. After that line was finished, there was no reason for the logging company to maintain its own railroad. All of its timberland was close to the Milwaukee Railroad and could easily be reached by skid road. The 1910 issue of *Western Railway and Logging Directory* noted that the logging line operated 3.0 miles of track, just before the Milwaukee began service to this area. In 1908, the logging company acquired timber in the northwest quarter of Section 11. A branch to that section may have been the last operating part of the McIntosh & Swan railroad.

Rails no longer needed by McIntosh & Swan were sold to the nearby Taylor Lumber and Shingle Company in the spring of 1911. The interchange site with the Port Townsend Southern Railroad was obliterated when the Northern Pacific's Point Defiance Line was built a year or two later. These relationships can be seen in Figure 29-6, which comes from a modern aerial photograph of that area.

After his career in logging ended, Robert B. McIntosh continued to lead a vigorous life. He served as Mayor of Tumwater and for many years was the field assessor for Thurston County. He passed away 7 December 1941, at the age of 83.



Route Map of the McKenna Lumber Company Railroad

30
McKenna Lumber Company

The headquarters of the McKenna Lumber Company was in the Pierce County town of McKenna, just outside the border of Thurston County. Although the earliest rail lines built by the company were in Pierce County, Thurston County was the place where the organization finished its railroad logging.

Three individuals provided invaluable help in preparing this chapter. Wallace Music, of Lacey, Washington, was born at McKenna's Camp # 11. He and his parents moved to Camp # 12 when he was one year old. After the company entered bankruptcy in 1929, his family continued to live on part of the property that had been the site of Camp # 12. His recollections of that camp's features are evident in Figures 30-12 and 30-13.

Dillard Jensen is a lifelong resident of southeastern Thurston County. In approximately 1950, he purchased the property bordering the north side of the place where Camp # 12 had been located. He and Wallace Music contributed significant personal insight into the history of the McKenna Lumber Company.

R. Dale Jost, M. D., a recognized expert in the history and mapping of western railroads, made several pertinent documents available. Included were numerous timber cruises from the Weyerhaeuser Archives. His personal insights were especially valuable.

Construction of a sawmill at McKenna was well under way during the summer of 1907. The mill was located a significant distance from the Prairie Line of the Northern Pacific Railroad. However, the right-of-way of the proposed Milwaukee Railroad mainline, from Frederickson (in Pierce County) to Grays Harbor, was expected to pass through McKenna. The latter line reached McKenna in January of 1908. Part of the 1908 Pierce County Timber Cruise of Township 17 North, Range 2 East, is reproduced in Figure 30-1. When the cruise was made, the Milwaukee Railroad terminated at the mill, in Section 28. At the same time, the lumber company's railroad stretched east, to the middle of Section 26, where a logging camp was located.

Originally, the lumber company at McKenna was called the Salsich Lumber Company. It was incorporated, in Washington, on 12 December 1906. The town, which grew up around the sawmill, was known originally as Salsich. Hamilton E. Salsich of Hartland, Waukesha County, Wisconsin, was president of the venture, and its prime mover. The Vilas Brothers (Madison and Thomas) of Ashland, Wisconsin, owned extensive timberland in Pierce and Thurston Counties, and the Salsich Lumber Company harvested that land under contract. The name of the town was changed to McKenna as early as May, 1909. This was in honor of E. W. McKenna, the second vice president of the Milwaukee Railroad. Mr. McKenna was heavily involved in constructing the western extension of the Milwaukee, which was ongoing at the time, in Washington.

The Salsich Lumber Company became insolvent in 1913 and was operated for a short while by a receiver, Adam G. Cook. Cook was one of the men who had incorporated the company in 1906. He sold the enterprise in January, 1914 to a new entity, the McKenna Lumber Company. Under that name, the business continued logging in Pierce County until approximately 1923. The 1916 Geological Survey map of the Chehalis Quadrangle included the town of McKenna. The configuration of the railroad, near the town, can be seen in Figure 30-2. Subsequent construction of a bridge over the Nisqually River allowed timber to be harvested in Thurston County from 1918 through 1929. A spur, connecting the mill to the Northern Pacific

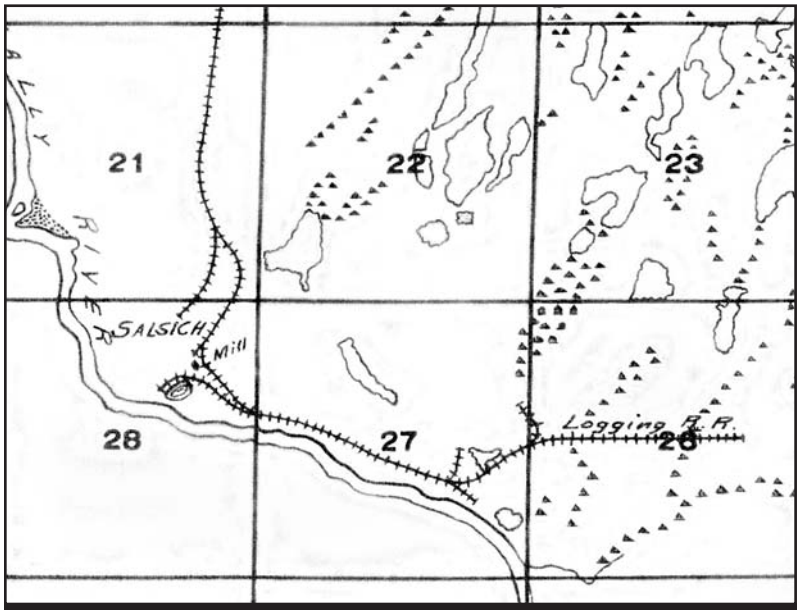


Figure 30-1 1908 Pierce County Timber Cruise

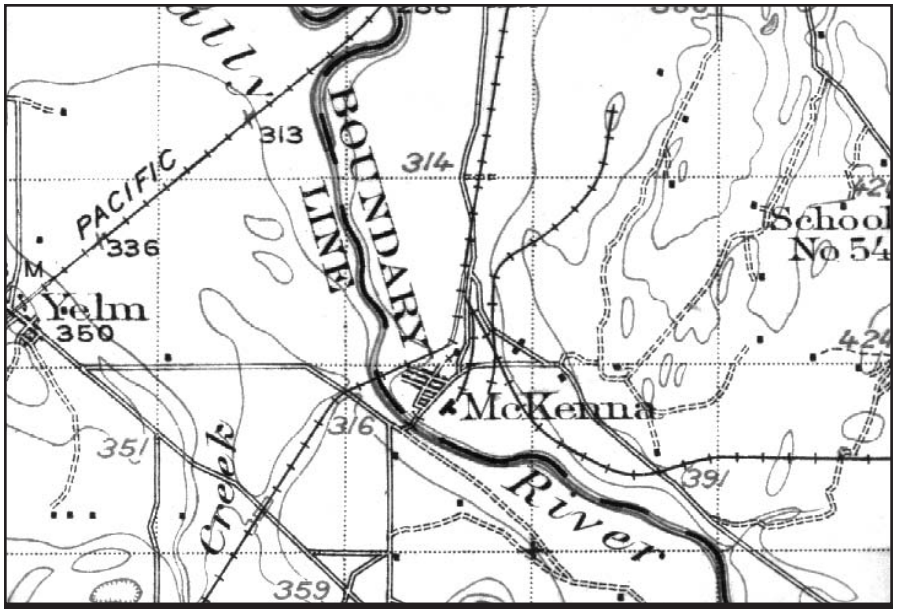


Figure 30-2 1916 U. S. Geological Survey Map

Figure 30-4 Shay Engine # 1, McKenna Lumber Co.

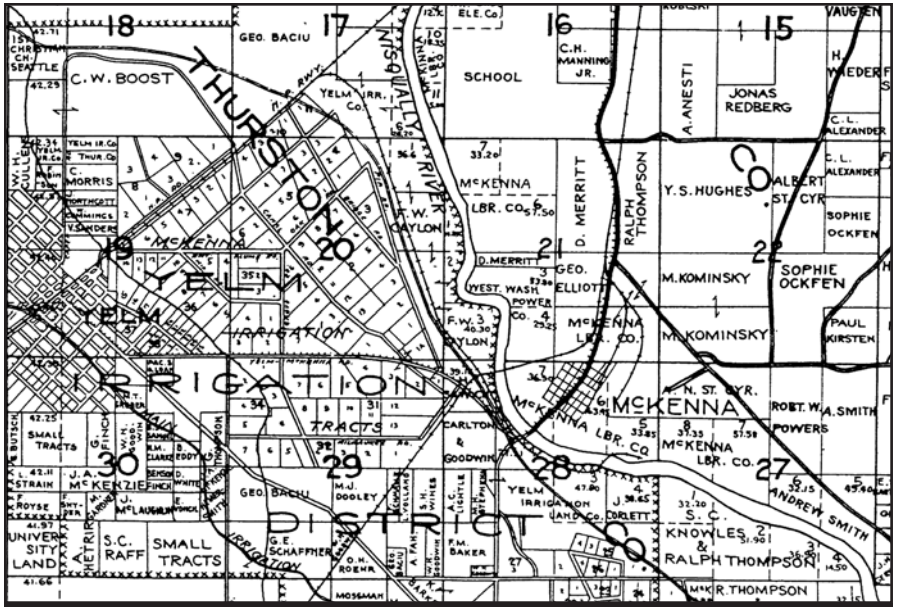


Figure 30-3 1929 Map of McKenna and Yelm

Figure 30-5 Post-1916, Baldwin Engine # 7

McKenna Lumber Company

Figure 30-6 1917 Baldwin Engine # 7

Railroad, was built late in 1922. It began near the south end of a rail bridge over the Nisqually River and then continued northwest, to a junction with the Prairie Line. The 1929 map displayed in Figure 30-3 includes that spur.

The 1909 length of the lumber company's railroad, as reported by the Washington State Railroad Commission, was 3.0 miles. When the business was reorganized in 1914, it had 12.0 miles of track. The 1917 edition of Western Railway and Logging Directory noted that the line was 15.0 miles in length. The camp in use at that time was located 8.0 miles northeast of McKenna. The 1922 Directory of the Logging Industry (Pacific Coast) listed 18.0 miles of operating track.

It is possible that the lumber company used a Milwaukee Railroad engine during 1908, while constructing its earliest Pierce County right-of-way. The company's first numbered road locomotive was a Lima Shay, built in 1909 for the Salsich Lumber Company. It carried the # 1, and later ran as # 1 on the roster of the McKenna Lumber Company. It appears in Figure 30-4, a Clark Kinsey photograph which is courtesy of the University of Washington Library, as are Figures 30-5 and 30-6. The company owned a second engine at the time it was reorganized in January, 1914. The bill of sale, which transferred it from the Salsich Lumber Company to the McKenna Lumber Company, identified it only as "one rod engine # 1035." Possibly, this was the 0-4-0 engine which operated as Engine # 3 on the

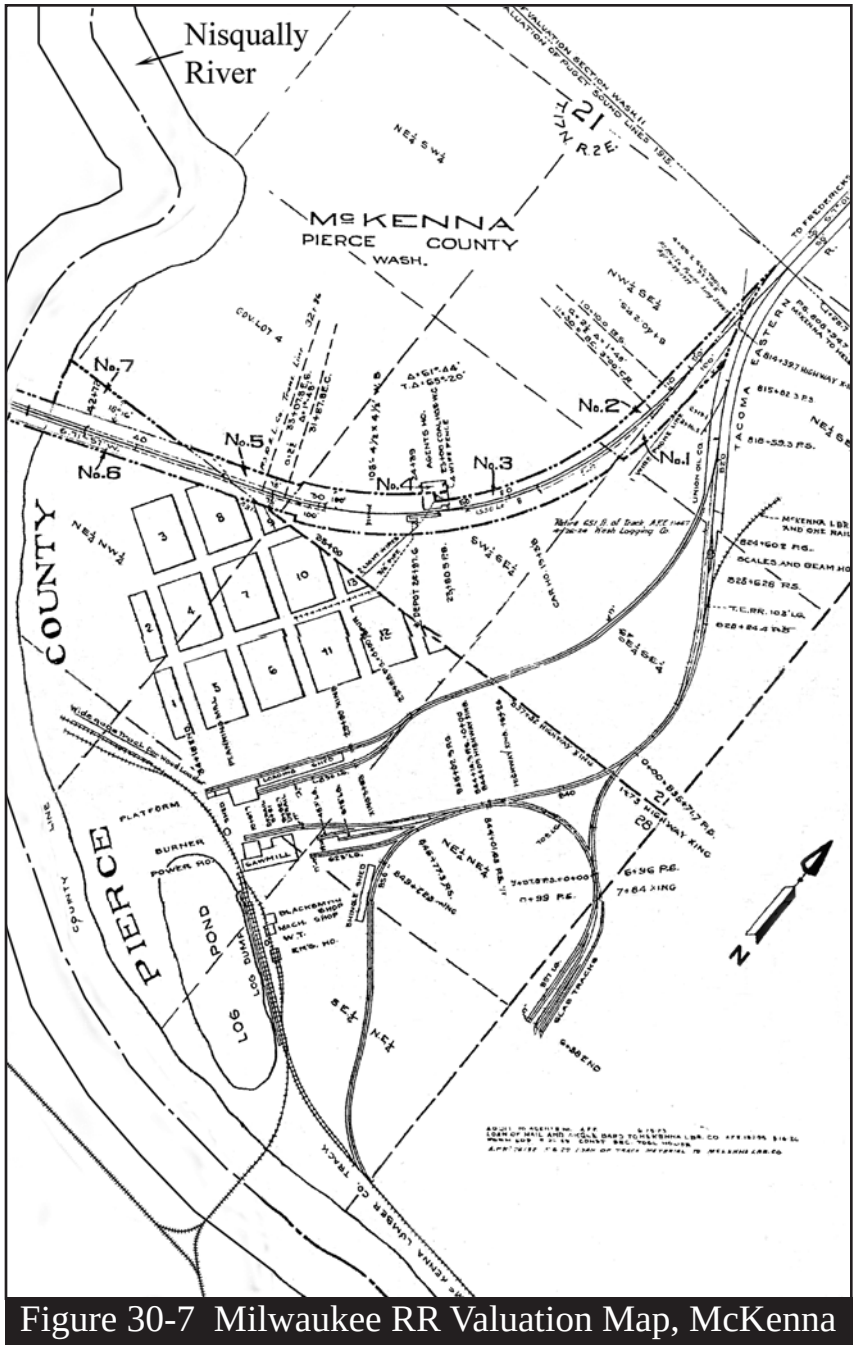


Figure 30-7 Milwaukee RR Valuation Map, McKenna

McKenna Lumber Company

Figure 30-8 2001 Salsich Mansion, from Vail Road

Figure 30-10 Pre-1925 View Northeast at Camp # 11

Figure 30-9 2001 View NE from Cook Road

Figure 30-11 Intersection of RR and Bald Hill Road

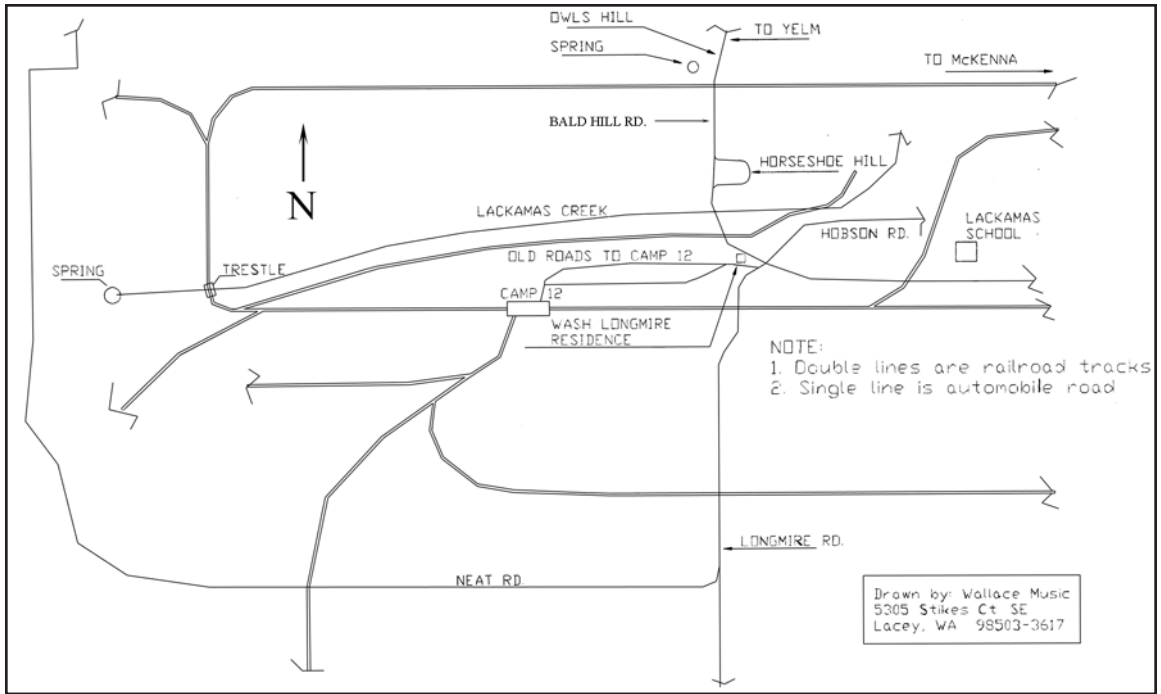


Figure 30-12 2001 Region near Camp # 12, Drawn by Wallace Music

McKenna Lumber Company roster. The lumber company bought a Columbia & Puget Sound Railroad engine, # 7, in 1916, and continued to operate it as # 7. Built in 1897, this Baldwin locomotive appears in Figure 30-5. Another Kinsey picture of the same engine, photographed in 1917, can be seen in Figure 30-6.

Figure 30-7 is part of a Milwaukee Railroad Valuation Map. The track plan at McKenna appears in detail. The point of origin for the rails leading north (see Figure 30-2) can be noted. Although the company bunkhouse at McKenna is not visible on this map, that structure still exists. The drawing on page 256 reproduces its appearance as of 2001. It functions now as the Nisqually Valley Care Center, on 357th Street. Another building which is tied to the history of the McKenna Lumber Company has also survived. The Salsich Mansion, located at 10808 Vail Road SE, Yelm, was the residence of Adam G. Cook. After serving as receiver for the Salsich Lumber Company, he was the superintendant of the McKenna Lumber Company for many years. The Salsich Mansion appears in Figure 30-8.

Near the mansion, Cook Road was named for the same man. Figure 30-9 is a 2001 photograph made from the north side of that road, while facing northeast. The McKenna mainline came through the field on the left. It passed immediately in front of two Douglas fir trees on the right side of the field, before crossing the Centralia Power Canal. Continuing southeast, the grade passed over Cook Road.

South of that point, a dense network of grades was used to log almost all the timber in this region. Wallace Music was particularly helpful in pointing out the locations of Camps # 11 and # 12. He also supplied photographs of them. The position of both camps is indicated on the map at the beginning of this chapter. Camp # 11 occupied space on both sides of modern-day Bald Hill Road. Figure 30-10 is a pre-1925 view toward the northeast, made at the southwest end of that camp. The visible boxy rail car transported water used for operating steam donkeys. Flat cars were utilized, circa 1925, to move all of these camp structures to Camp # 12.

The mainline leading to Camp # 12 can still be found at the place where it intersected with what is now called Bald Hill Road. Figure 30-11 shows the relative positions of the present-day road, the county road in use at the time the railroad operated, and the mainline. In this figure, the old county road is represented by a dense black line. In modern times, the west portion of this loop can be followed from Bald Hill Road, down an incline, to the level of the old railroad right-of-way. There, the grade can be seen stretching toward the southwest.

Figures 30-12 and 30-13 were both prepared by Wallace Music. Figure 30-12 is a schematic representation of the region around Camp # 12, while Figure 30-13 is a map of the camp, proper. Made at Camp # 12, Figure 30-14 is a photograph of Wallace when he was a boy. He was standing on the same water-tank car visible in Figure 30-10. Figure 30-15 is a 2001 photograph obtained at the west end of Camp # 12. It was made facing west, from Lonesome Lane. The mound running toward the background, on the left side of the telephone pole, was the old mainline. It led toward the town of McKenna. Figure 30-16 was made while the camp was in operation, between 1925 and 1929. The view was toward the west, at the west end of the camp, shortly after a derailment.

McKenna Lumber Company Bunkhouse at McKenna in Pierce County, Washington

McKenna Lumber Company

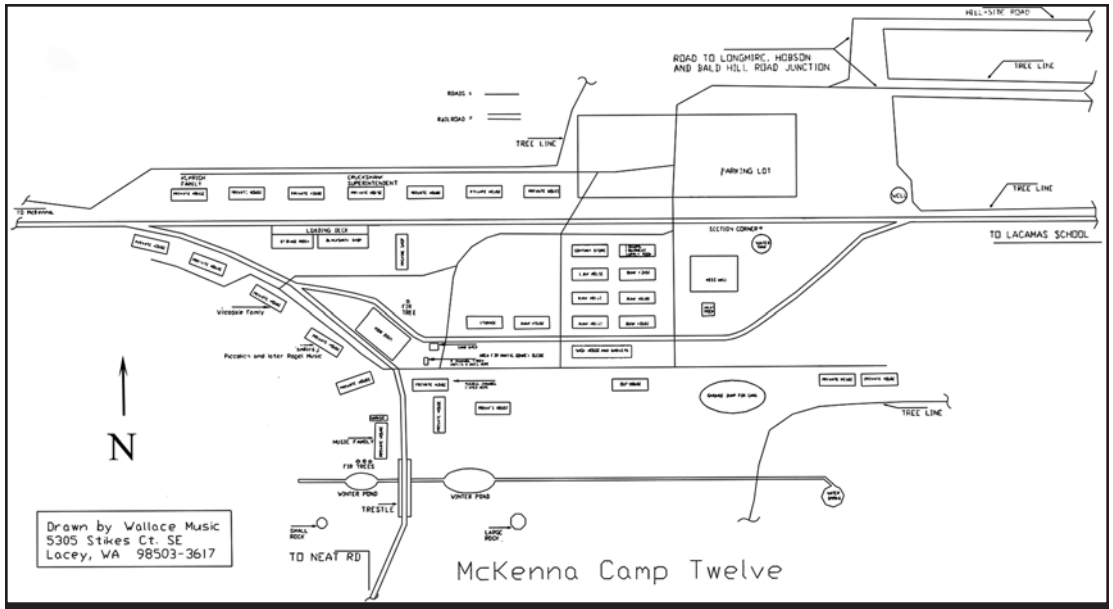


Figure 30-13 2001 Camp # 12, Drawn by Wallace Music

The rail line south of Camp # 12 was the origin of a spur that headed east and crossed Longmire Road. It can be seen in Figure 30-17. This 2010 view toward the east shows the spur, which serves now as the driveway at 16636 Longmire Road. South of the origin of this spur, the grade heading south can be located where it crossed the highway at 20138 Neat Road. Figure 30-18 was made facing south at that address. The railroad ran through the property seen here, which has the postal address of 16940 Birdsong Lane. Farther south, a network of spurs constituted the last logging of the McKenna Lumber Company before its operation in Washington succumbed to the Great Depression. Dillard Jensen lives in this area now, at the junction of Lawrence Lake Road and Smith Prairie Road. He recalls that when he was a boy, Pete McNett told him the story of the last man killed while logging for the McKenna Lumber Company. The tragedy occurred circa 1928, in the field east of Dillard's residence. The location is immediately north of the intersection of Neat Road and Fennel Road.

Figure 30-14 1927 Wallace Music at Camp # 12

Figure 30-15 2001 View W from Lonesome Lane

The McKenna Lumber Company began logging by rail in the region of Coos Bay, Oregon, in 1928. Major changes in ownership and management occurred in July and August of 1929. Without any warning, the entire McKenna operation was halted in July, 1930 and never resumed. Correspondence dated 12 September 1930, preserved at the Weyerhaeuser Archive, noted that the "Camp has been shut down about 2 months. All equipment moved out of woods." The railroad was removed, reportedly in 1932, and the rails sold to Japan for scrap. Logging in Oregon continued until 1933. Engine # 1 remained for sale at McKenna as late as 1938, but it also was eventually scrapped. Thus ended the tenure of one of the largest logging railroads of Thurston and Pierce Counties.

Figure 30-17 2010 View East at 16636 Longmire Road

Figure 30-16 Accident at the West End of Camp # 12

Figure 30-18 2010 View South at 20138 Neat Road

31
Mutual Lumber Company

The business that emerged as the Mutual Lumber Company evolved from a complex amalgamation of several mill companies, a couple of coal mines, two distinct logging railroads, and a Territorial Penitentiary. The story of the Mutual Lumber Company began in Bucoda. The first working sawmill there was started in 1857 by Aaron Webster. At that time, the community was called Skookumchuck. Despite a change in ownership, the enterprise was still called "Webster's sawmill" when Jacob D. Bolander sold it to Oliver Shead in May of 1869. The Northern Pacific Railroad built its mainline across land immediately northwest of the mill in 1873. It is believed that officials of the railroad were responsible for altering the name of the community from Skookumchuck to Seatco, at the time a passenger station was placed there. Seatco was said to be a Native American word meaning devil, or ghost.

In 1877, the Territorial Legislature contracted to house prisoners at a new penitentiary in Seatco. That facility was owned by a consortium consisting of Shead, William Billings (the Thurston County Sheriff), and Jeremiah K. Smith (a former Pierce County Sheriff). Shead contributed land and the lumber used for buildings. Many of the prisoners who were confined there, between 1878 and 1887, labored in Shead's sawmill without pay. Commencing in the late 1870s, inmates were also forced to work in the consortium's nearby coal mine. Later, that coal mine became inactive, but then was reopened in 1887 under ownership of the Northwestern Coal & Transportation Company.

The Northwestern Coal & Transportation Company was the recipient of a spur from the Northern Pacific Railroad in the fall of 1886. Although the switch at this location was present for almost seventy years, the track scheme of the associated spur changed radically over time. The Bucoda Coal Company was organized in October, 1889. Its only initial function was to act as the agent, in Portland, Oregon for the sale of coal produced by the Northwestern mine. For reasons that are unclear, the Northern Pacific identified the track serving the mine as the Bucoda

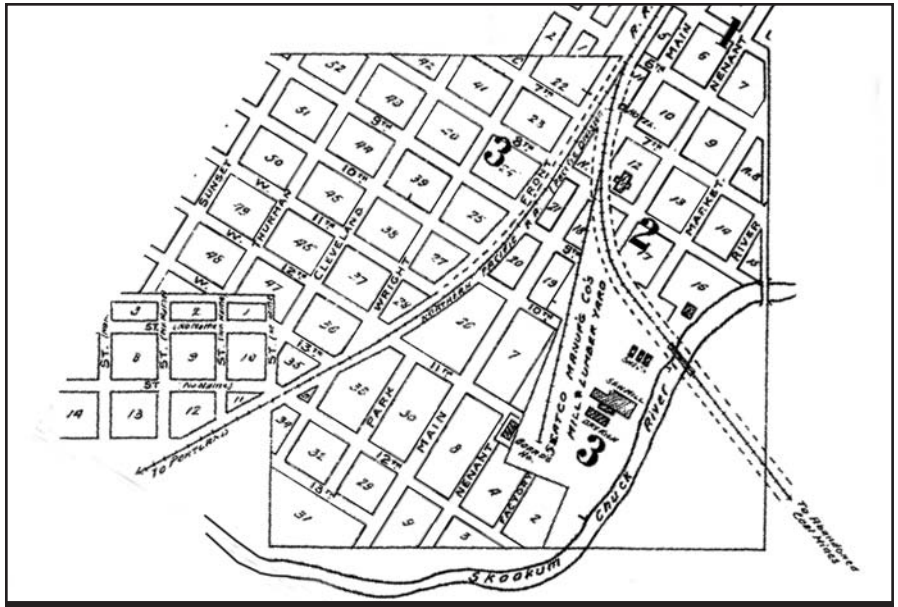


Figure 31-1 1896 Part of Map of Bucoda

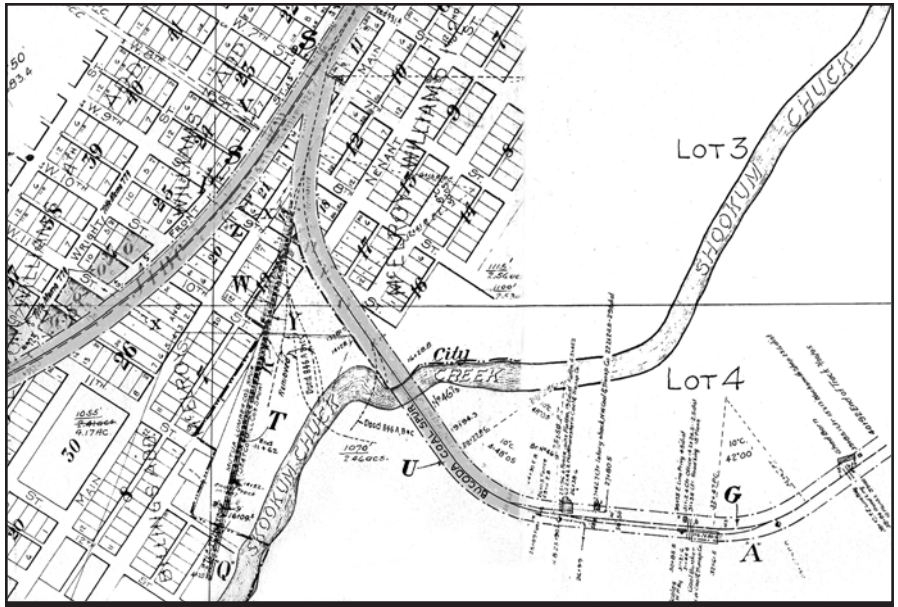
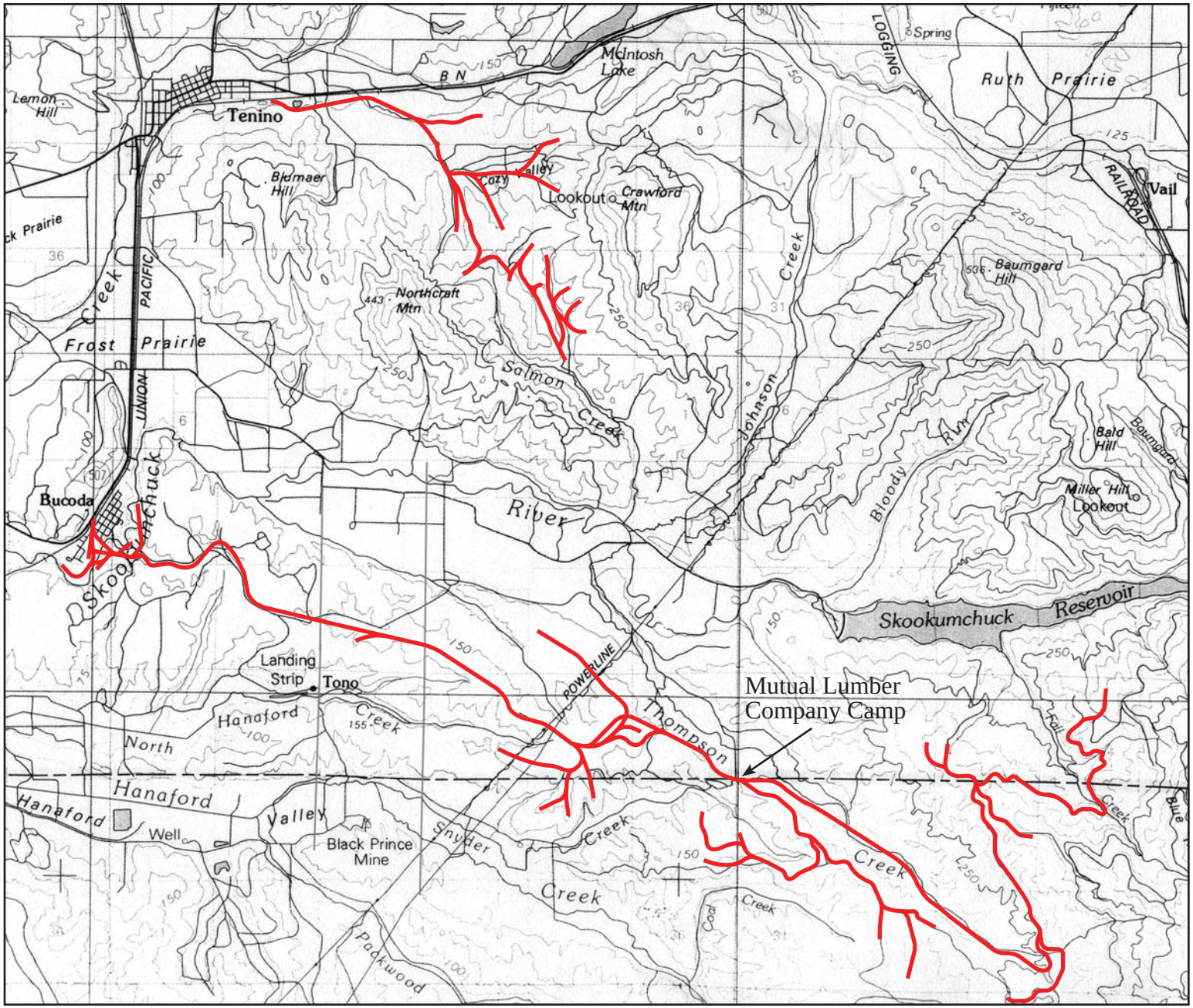


Figure 31-2 Map of Bucoda Coal Company Spur



Route Map of the Mutual Lumber Company Railroad and Associated Lines

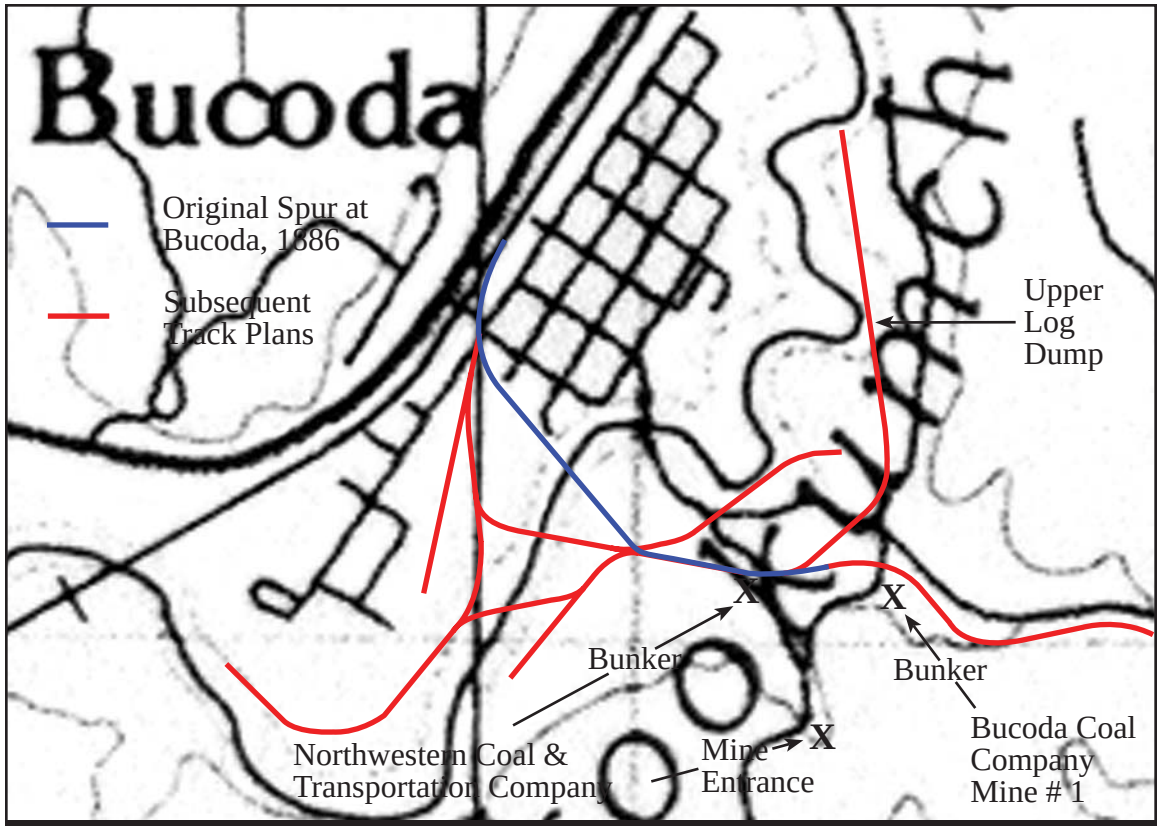


Figure 31-3 Track Alignments and Mines at Bucoda

Coal Company Spur. The Northwestern Coal & Transportation Company mine produced low quality coal, and operated sporadically. It was closed permanently after 1895. The 1896 map reproduced in Figure 31-1 confirms that the mine was inactive. However, the Bucoda Coal Company Spur continued to exist. The original configuration of the spur is visible in Figure 31-2, which comes from a Northern Pacific Railroad Valuation Map. In this figure, the coal bunker of the Northwestern Coal & Transportation Company was located immediately to the left of the letter "A." The spur ended northeast of that point, where the notation "end of track 3/20/95" appears. Figure 31-3 is a recent U. S. Geological Service map, with major track alignments at Bucoda superimposed. The blue line represents the original spur to the Northwestern mine.

The Seatco Manufacturing Company was incorporated in July of 1884. The stockholders were Jeremiah K. Smith, Frank R. Brown, Charles A. Billings, M. O'Connor and L. Hirsch. The men planned to fabricate doors, windows, and furniture. The month following incorporation, the new business leased twenty acres of land (where Webster's sawmill stood) from William Billings, J. K. Smith and Oliver Shead. Subsequently, Shead platted the Town of Seatco on 27 July 1887. The Washington State Legislature changed the name of the community to Bucoda in 1890. This designation was contrived as a combination of the first two letters of the last names of three men: James M. Buckley (Division Superintendant of the Northern Pacific Railroad), Samuel Coulter (owner of the Bucoda Coal Company) and John D. David (a capitalist who resided in Portland, Oregon).

The Seatco Manufacturing Company became insolvent in 1895 and a receiver for the business was appointed by the Superior Court. In a series of complicated transactions which survived several legal challenges, the mill at Bucoda became the property of the Bucoda Mill Company. This was a newly incorporated venture owned by N. J. Blagen and Thomas G. Hathaway. Subsequently, the *Chehalis Bee-Nugget* reported in its 31 January 1902 edition that the Bucoda Mill Company had sold its sawmill to W. W. Whipple, Martin Foard, Frank R. Stokes, and F. R. Butzer. The article mentioned that local farmers were angry with the mill company, because its logging practices caused their fields to flood. Whipple, Stokes, and Butzer proceeded to incorporate the Mutual Lumber Company in February of 1902.

The Mutual Lumber Company continued the practice of its predecessors by floating logs to the mill, on the Skookumchuck River. Figure 31-4 is a 1909 Asahel Curtis photograph of the sawmill and comes from the collection of the University of Washington Library. Fire destroyed this mill in 1912. Fortunately, the lumber company was able to acquire the Mentzer Brothers Lumber Company mill in Tenino, and the business moved there.

Commencing about 1891, Theodore F. and Cyrus A. Mentzer had conducted business in Tacoma as the Mentzer Brothers. In 1901, their Tacoma sawmill produced 2,000,000 board feet of lumber and 4,000,000 shingles. In 1902, they began producing lumber at a place south of the Northern Pacific's Prairie Line, at the east end of Tenino. A sizable amount of timberland in that region was purchased from the Tacoma Mill Company. The following year, the brothers bought timber rights on the property of George B. Churchill, as well as the right to build a logging railroad over that land.

Mutual Lumber Company

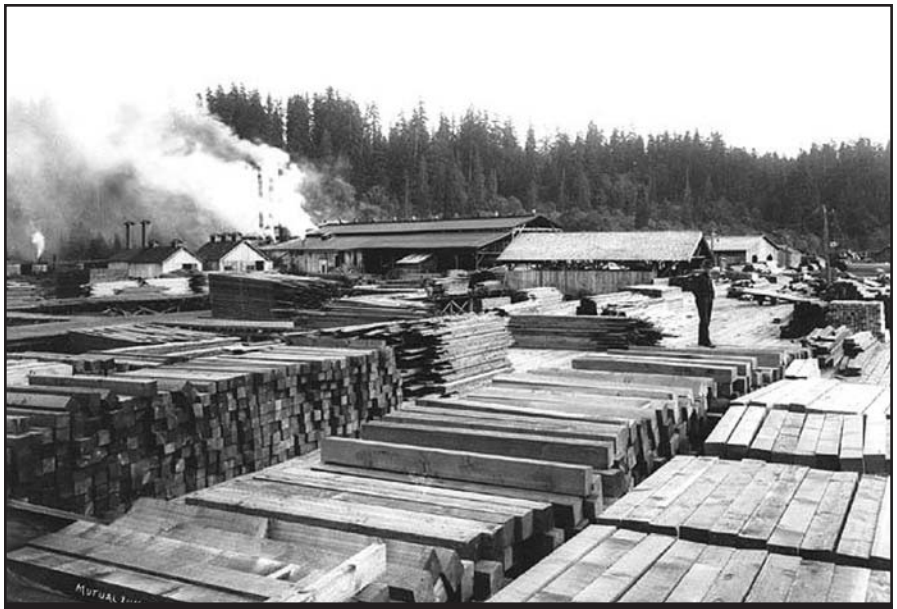


Figure 31-4 1909 Mutual Lumber Co. Mill at Bucoda

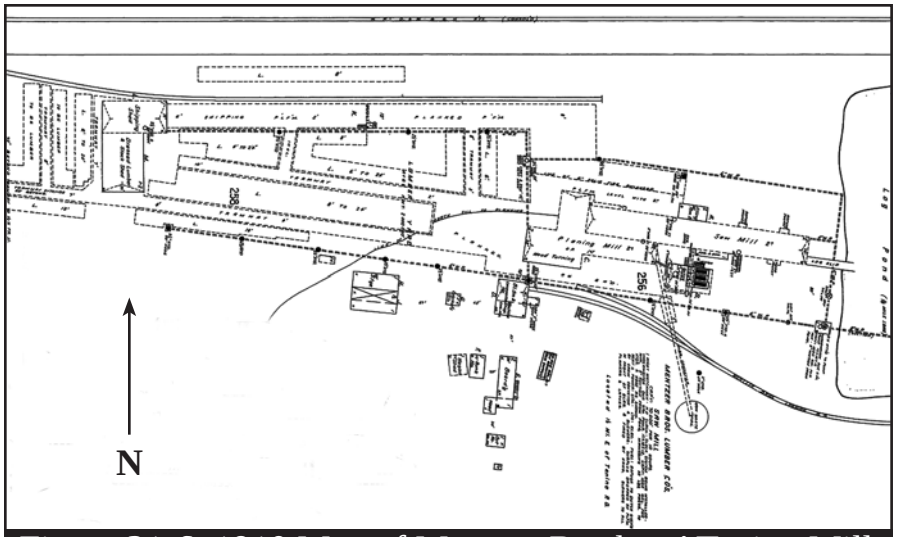


Figure 31-6 1910 Map of Mentzer Brothers' Tenino Mill

Figure 31-4 Pre-1913 Mentzer Bros. Locomotive, Edna

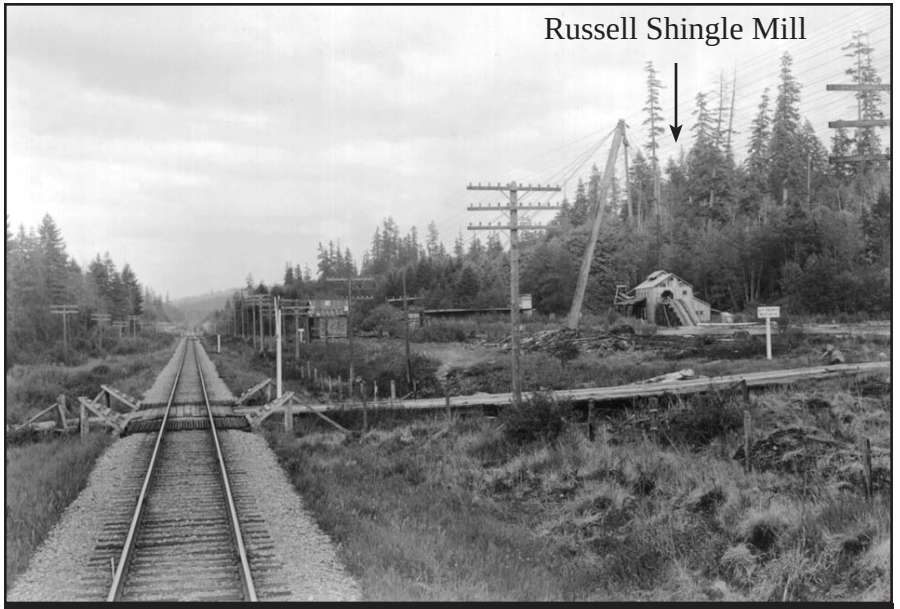


Figure 31-7 1928 View East toward Russell Shingle Mill

Mutual Lumber Company

The railroad constructed by the Mentzer Brothers, at Tenino, was narrow gauge (42 inches). It owned one locomotive, which was named Edna. Figure 31-5 is courtesy of Peter J. Replinger. The photograph of this H. K. Porter engine, with 0-4-0T wheel arrangement, was said to have been made prior to 1913. Since this locomotive was not designed to climb steep grades, and the Mentzer Brothers had no other engine, it is likely that the Mentzer Brothers railroad was confined to lowland areas, such as the Cozy Valley. Various timber publications gave the length of this line as 1.0 mile in 1907, 3.5 miles in 1908, and 4.0 miles in 1910. It had contracted to 3.0 miles in 1912, but risen again to 4.5 miles in 1913.

The Mentzer Brothers weathered a fire in June, 1908. It totally destroyed their Tenino mill, with a loss in excess of $50,000. They rebuilt, and took Marie Mentzer, a relative, into the business. The organization was incorporated as the Mentzer Brothers Lumber Company in November of 1908. However, the company was insolvent in 1913. It was ripe for acquisition by the Mutual Lumber Company, which had just lost its own mill in a fire the year before. Transfer of all the Tenino assets of the Mentzer Brothers Lumber Company, to the Mutual Lumber Company, took place in July, 1913. This included the mill, timberlands, the railroad, and its locomotive. Fresh financing was required by the purchaser. A $50,000 mortgage on the new property was obtained in 1914, and retired in 1917. The 1917 edition of *Western Railway & Logging Directory* noted that Mutual's railroad at Tenino was seven miles long and of 42 inch gauge. One rod engine (probably Edna) and two geared locomotives were in use. T. S. Goodyear's 1934 *Map of Southwest Washington* provides a good look at that right-of-way as it probably existed about 1919. The timber purchased from the Mentzer Brothers was exhausted by then, and the Mutual Lumber Company made plans to resume operating at Bucoda. A new mill was constructed there, and a standard gauge railroad was built to supply it with logs.

Mutual's Tenino sawmill was located at the west end of a small lake (now called Mutual Lake) which served as a log pond. Figure 31-6 is part of a 1910 map of the mill, when it belonged to the Mentzer Brothers. Access to the Northern Pacific's Prairie Line was on the north side of the mill. The Mentzer's logging railroad began south of the mill and headed east, following the south shore of the lake.

Four months after the Mutual Lumber Company took over the Tenino property, it granted a lease to the Capitol City Shingle Company. The leased parcel of land was at the east end of Mutual Lake. This shingle company was controlled by Edgar J. Bordeaux. A shingle mill was erected on the lake, and a steady supply of cedar logs was provided by Mutual's narrow gauge railroad. Bordeaux incorporated the Panama Lumber & Shingle Company in May of 1916. Lease rights for the shingle mill at Tenino were transferred to the new company in November of that same year. C. E. Russell, of Seattle, purchased the lease from Bordeaux in March, 1919, and continued to operate the shingle mill there for many years. Figure 31-7 is a 1928 view of the Russell Mill. It comes from Northern Pacific Railroad Joint Facilities

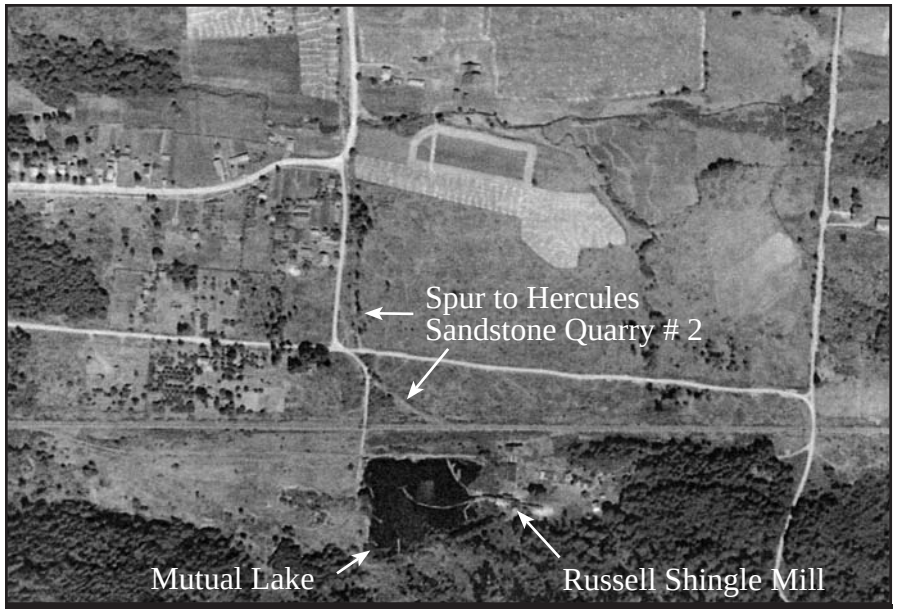


Figure 31-8 1936 Aerial Photograph, East End of Tenino

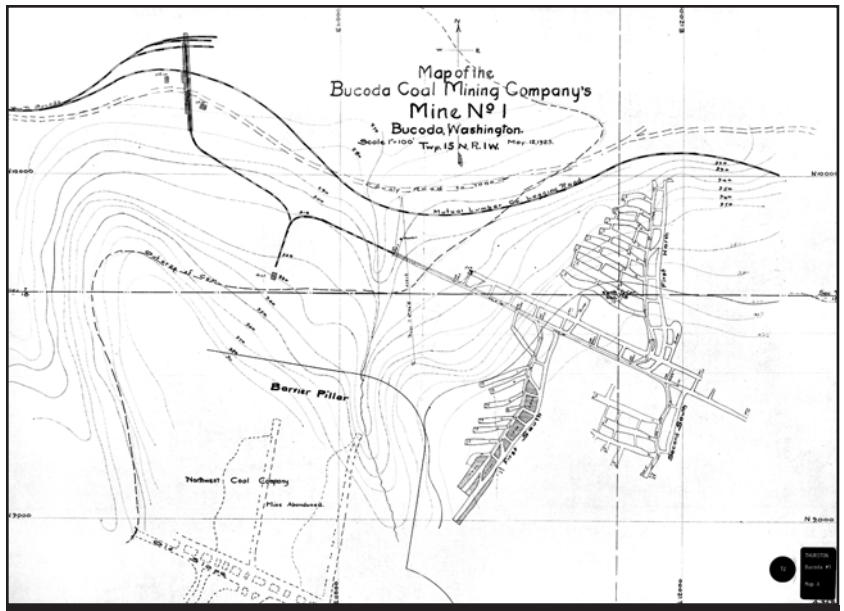


Figure 31-9 1923 DNR Coal Map, East of Bucoda

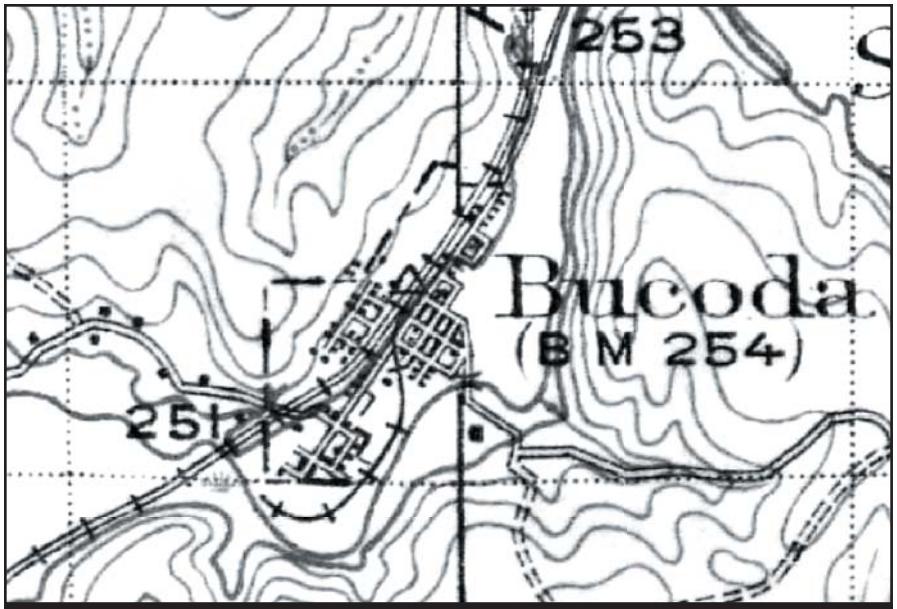


Figure 31-10 1916 U. S. Geological Service Map

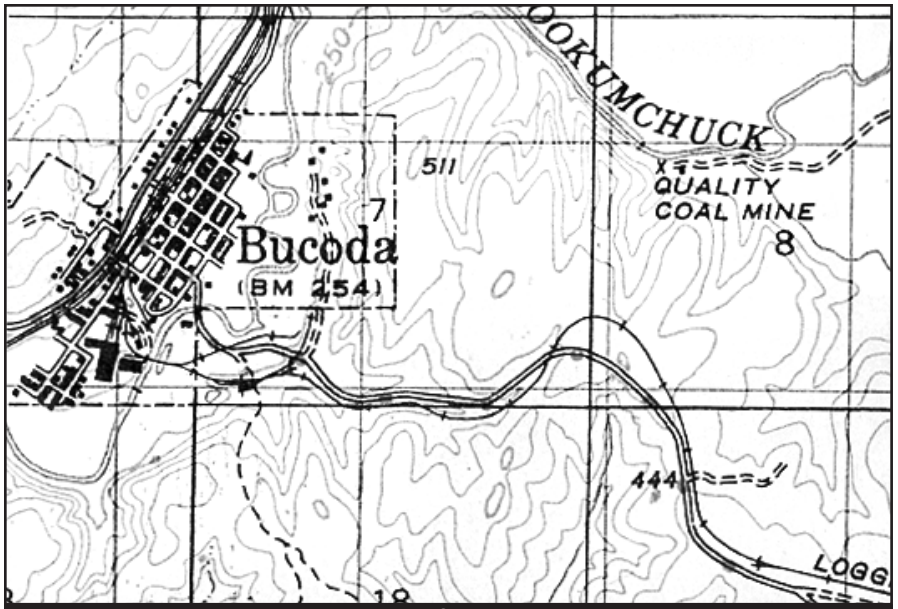


Figure 31-12 1927 Corps of Engineers Map at Bucoda

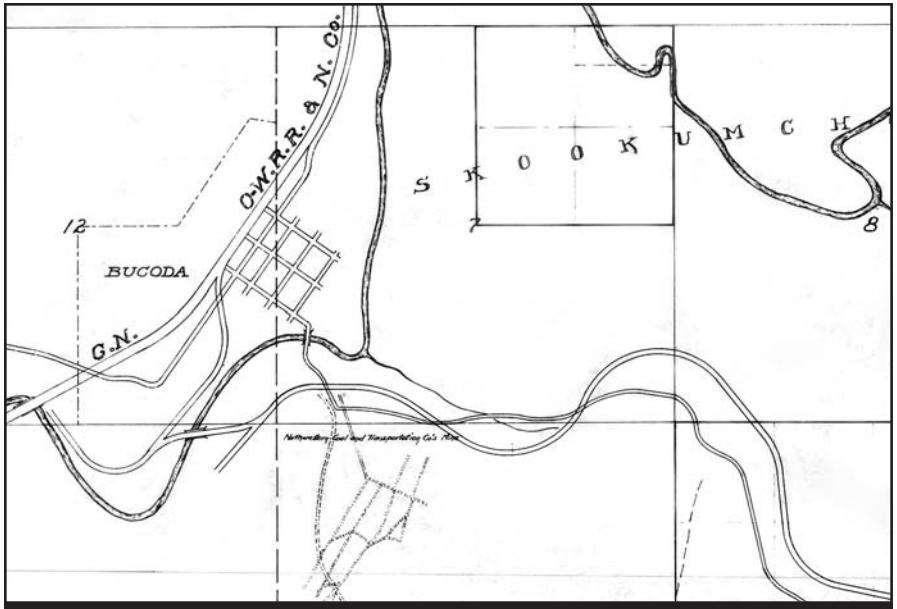


Figure 31-11 1929 DNR Coal Map Showing Bucoda

Book 3. It was labeled as photograph # 11-261, and was provided by Brian Ferris. The view is east, along the Prairie Line. The shingle mill is visible on the right, and farther to the right, Mutual Lake can also be seen. The shingle mill also appears in Figure 31-8. This is a 1936 aerial photograph, with Mutual Lake at the south edge of the picture. The Russell Mill is at the east (right) end of the lake, while the ghost of the dismantled Mutual Mill can be seen at the lake's west end. On the north side of the Prairie Line, the abandoned spur to the Hercules Sandstone Company Quarry # 2 can be identified.

Coal mining near Bucoda resumed in 1914. The Bucoda Coal Company had begun to produce coal itself, no longer serving merely as a sales agent. The Sunshine Mine, later designated as the Bucoda Coal Company Mine # 1, was located immediately north and east of the old Northwestern Mine. There is ample reason to believe that Ralph Graham and a brother, together called the Graham Brothers, operated the Sunshine Mine in 1915. Mine # 1 appears in Figure 31-9, part of a 1923 Department of Natural Resources coal map. Figure 31-10 was prepared using information gathered prior to 1916. It suggests that a new track plan for the Bucoda Coal Company Spur was evolving, but track had not yet reached the Sunshine Mine when this map was drawn. Figure 31-10 is part of the 1916 U. S. Geological Survey map of the Chehalis Quadrangle. Although the Mutual Lumber Company had not operated a sawmill at Bucoda since the fire of 1912, the track passing through the

Mutual Lumber Company

Figure 31-13 1936 Aerial Photograph of Bucoda

Mutual Lumber Company

site of the burned mill, on the west side of the Skookumchuck River, had been lengthened. The original railroad bridge, which formerly carried the Bucoda Coal Company Spur over the Skookumchuck River, was gone.

A new bridge, farther downstream, led to the Sunshine Mine. It was probably put in use at about the time the map shown in Figure 31-10 was printed. The entire rail system near the Bucoda Coal Company Mine # 1 (previously called the Sunshine Mine) is visible in Figure 31-11. This map is part of a Department of Natural Resources Coal map which appeared in 1929. However, it probably represents the topography as it existed somewhat before 1920, after the Mutual Lumber Company began building its logging railroad at Bucoda. Figure 31-12, which is part of a 1927 Corp of Engineers map, clearly shows the track plan that was present after the Mutual Lumber Company constructed yet a third rail bridge over the Skookumchuck River. Thereafter, loaded coal cars from Mine # 1 travelled on Mutual's railroad, in order to reach the Northern Pacific.

Figure 31-13 is part of a 1936 aerial photograph of Bucoda. At that time, the original rail bridge across the Skookumchuck River, used to access the Northwestern mine, had been removed. Likewise, the second bridge, noted in Figure 31-11, was gone. The visible railroad bridge was the one represented in Figure 31-12. It was located between the positions of the first and second bridges. A 1930 map of the track plan at Bucoda is presented in Figure 31-14.

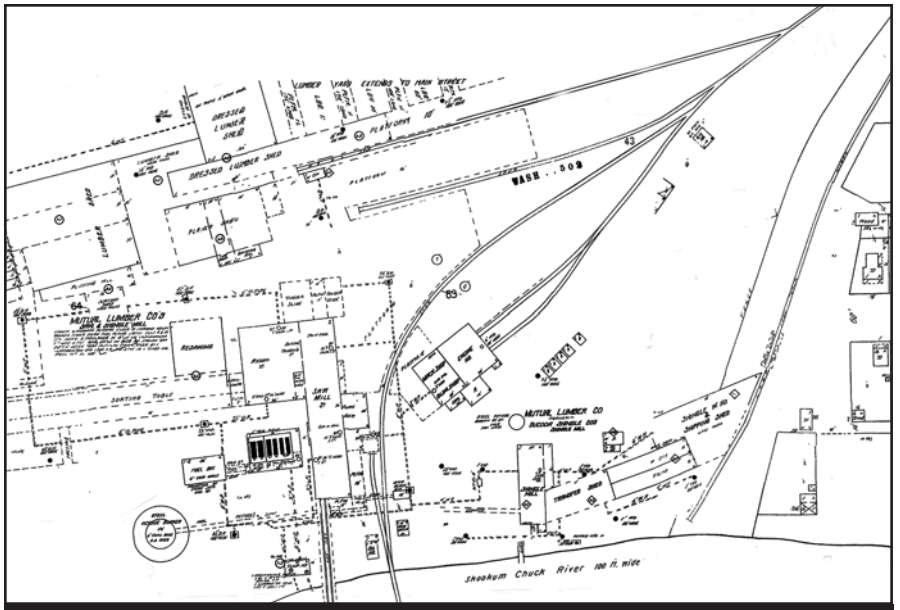


Figure 31-14 1930 Track Plan at the Bucoda Mill

Figure 31-15 is a Northern Pacific Joint Facilities Book photograph made in September of 1927. It was taken looking south at Bucoda, probably from the back of a caboose occupying the house track, near the depot. The number 4 designates the Bucoda Coal Company Spur, which provided access to the Mutual mill. The illustration on page 267 suggests what one might have seen farther southeast, facing along the spur. Figure 31-16 is courtesy of Roger Easton. This post-1919 postcard picture of Bucoda was made facing southeast, from the hill west of the Northern Pacific mainline.

Figure 31-15 1927 View South at Bucoda

Mutual's railroad utilized two separate log dumps at Bucoda. The earliest was located immediately northeast of the mill, on the Skookumchuck River. The company built a new dump in 1926. It was situated farther up the river and was known as the Upper Log Dump. The spur to the Upper Log Dump crossed what is now Tono-Bucoda Road. That required permission for the crossing to be obtained from the Washington Utilities and Transportation Commission. Figure 31-17 is the map which accompanied the crossing application. At the Upper Log Dump, a "shear" was used to push logs off the train as each car, in succession, was backed through the device. Logs then floated the short distance downriver, to the mill.

Various timber publications described the length of Mutual's logging railroad at Bucoda. It was 7.0 miles long in 1921. A 2.0 mile extension was planned in 1922. Total length was 20.0 miles in 1926. In general, geared locomotives were used.

Mutual Lumber Company Mill at Bucoda, Washington

Mutual Lumber Company

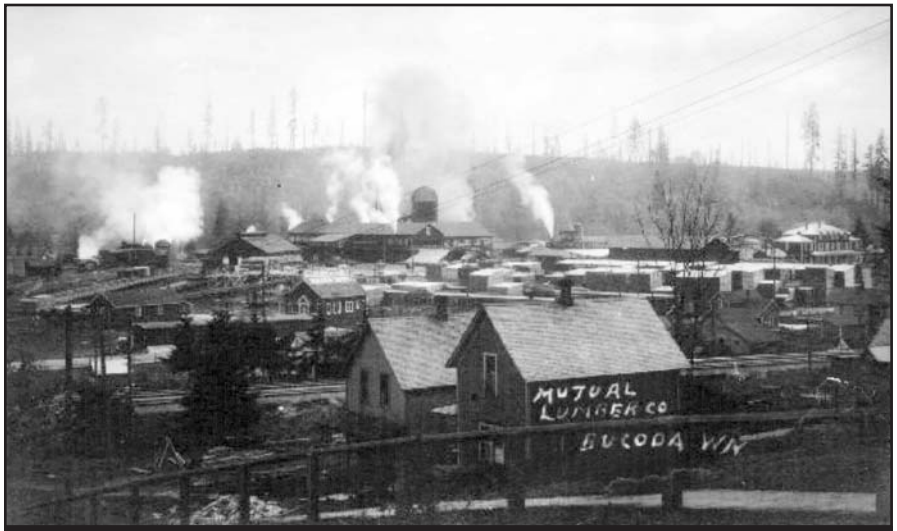


Figure 31-16 Post-1919 View Southeast at Bucoda

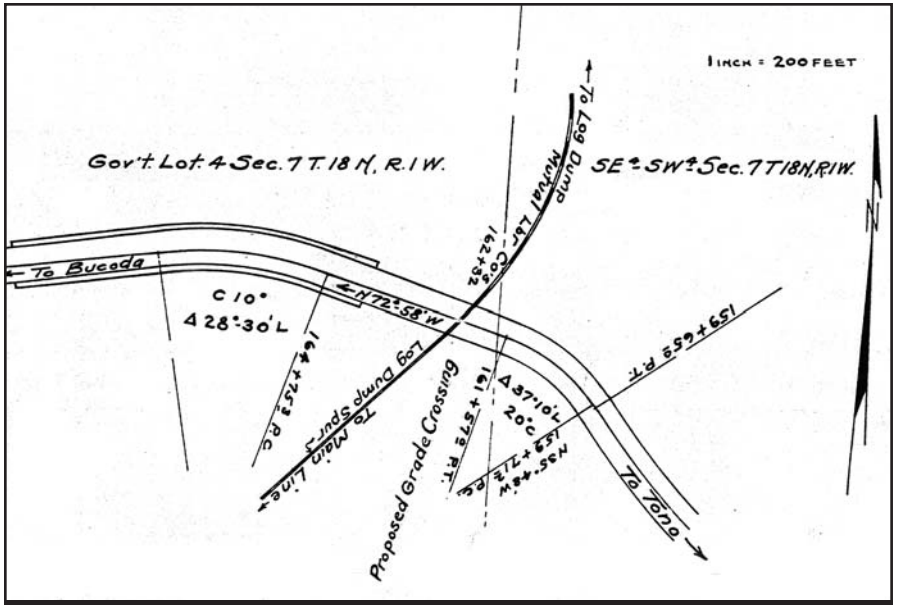


Figure 31-17 1926 Spur to Upper Log Dump

Engine # 2 was a three-truck Climax and is seen in Figure 31-18, courtesy of the University of Washington Library. Peter J. Replinger provided photographs of three more of the company's Climax locomotives. Engine # 4 appears in Figure 31-19, a picture taken in 1934. Engine # 5 and its crew were captured by the photograph displayed in Figure 31-20. Pictured, left to right, were Ben Diesburg, Bill Miller, Frank Barney, and Dodger Bowen. Engine # 8 was at Bucoda when Figure 31-21 was made.

The Bucoda mill processed its final log in July of 1944. It continued doing some finish work until 1946, when it was sold to the Fleishman Lumber Company of

Figure 31-18 Mutual Lumber Company Engine # 2

Mutual Lumber Company

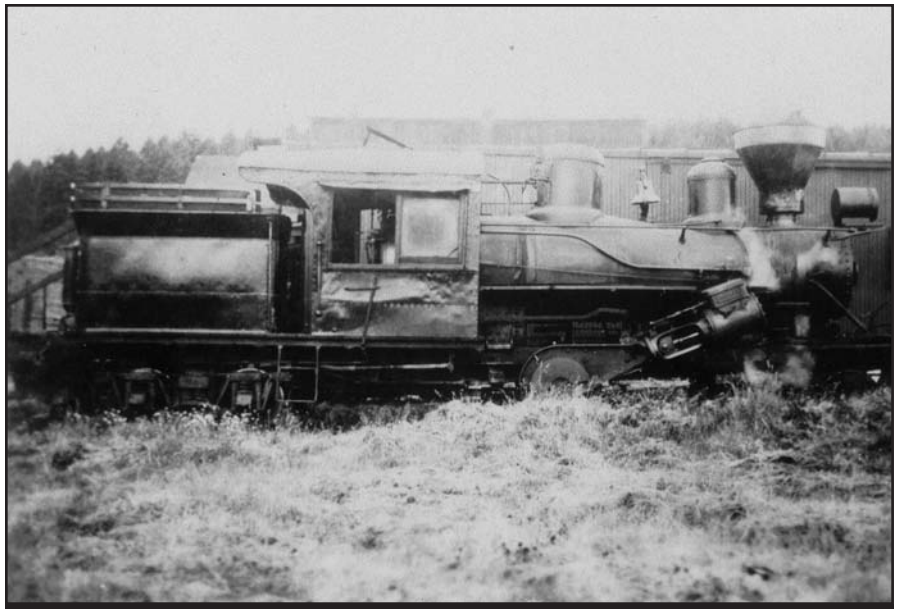


Figure 31-19 1934 Mutual Lumber Company Engine # 4

Figure 31-21 Engine # 8 at Bucoda

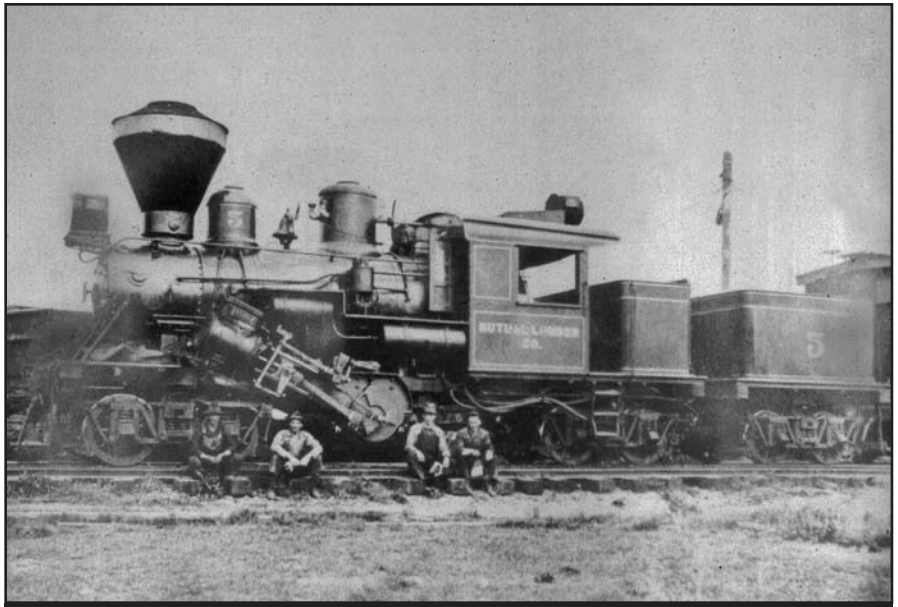


Figure 31-20 Engine # 5 and Crew

Figure 31-22 1999 View West across Mutual Lake

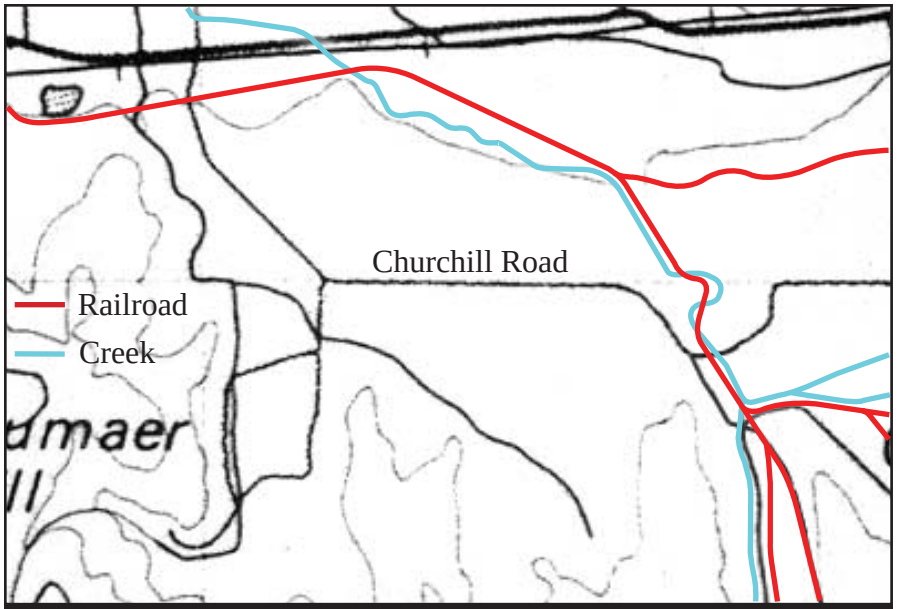


Figure 31-23 Map of Railroad East of Tenino

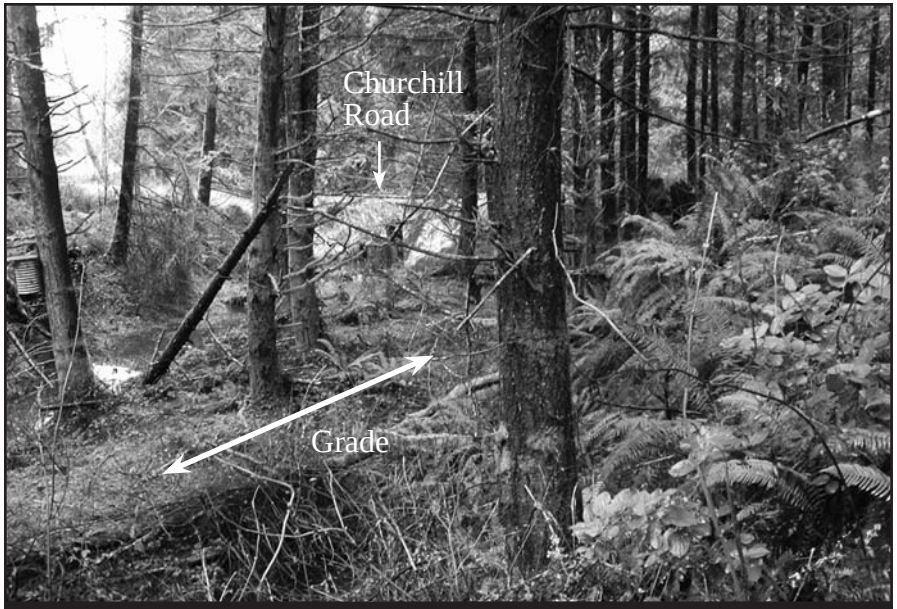


Figure 31-24 2011 View South toward Churchill Road

Oregon. The mill was being dismantled, in 1954, when sparks from a welding torch started a fire which destroyed the entire facility. In 2011, a modern housing development occupies the site of the old mill.

At the present time, there are few man-made remnants of this company and its associated railroad. At Tenino, Mutual Lake is under the management of the Heernet Environmental Foundation, and is gradually returning to a natural state. Figure 31-22 is a photograph made in 1999. It faces west, from the east side of the lake. The long-gone Mentzer (later Mutual) mill was located on the distant shore. From there, the logging railroad ran east, along the south side of the lake, and then crossed Churchill Road. That crossing was approximately 250 feet south of the place where the Northern Pacific's Prairie Line intersected the same road. More of the logging railroad grade can be found by following Churchill Road south, and then east. This portion of the railroad is represented by the map contained in Figure 31-23. Approximately 1.5 miles southeast of its origin, Churchill Road descends in a sweeping curve, while crossing a branch of Scatter Creek. The old railroad grade intersects the road at a right angle, immediately west of the creek. Figure 31-24 is a 2011 photograph that looks south, on the west side of the creek, about 200 feet north of Churchill Road. Figure 31-25 was obtained 50 feet farther north, this time facing north, at the place where a bridge carried the tracks to the east side of the creek. Yet another 100 feet north, Figure 31-26 is a view north on the east side of the creek. Unseen, in the distance, is the place where the grade again changed to the west side of the creek. After that crossing, it cut through the nose of a hill that projects into a curve of the creek. Beyond that point, the railroad hugged the west bank of the creek for approximately 100 yards, and then once more bridged to the east side.

South of Churchill Road, Figure 31-27 is a view south along the right-of-way. It was made approximately 200 feet south of Churchill Road, and 50 feet west of the creek. Farther south, the mainline crossed to the east side of the creek. The grade can be observed by travelling south on the driveway at 6101 Churchill Road, which eventually crosses to the creek's east side. Figure 31-28 faces north along the grade, where it joins the driveway. In this photograph, an automobile is descending along the driveway. Looking south at this same point, Figure 31-29 shows the beginning of a grade built by the Mutual Lumber Company. This is where the right-of-way began to climb a 6 percent grade. Looking 30 degrees to the right, from the same place, Figure 31-30 observes the path of a right-of-way probably built by the Mentzer Brothers.

Figures 31-31 through 31-33 are photographs made at Bucoda in 2001. The view in Figure 31-31 is toward the north along Main Street, at East 8th Street. The Odd Fellows Hall is visible in the distance and the paved-over Bucoda Coal Company Spur can be seen in the foreground. Figure 31-32 was made from approximately the same position while facing southeast, along the abandoned Bucoda Coal Company Spur. Impressions made by ties could still be detected in the ground.

Mutual Lumber Company

Figure 31-25 2011 View N toward Grade across Creek

Figure 31-27 2011 View South, South of Churchill Road

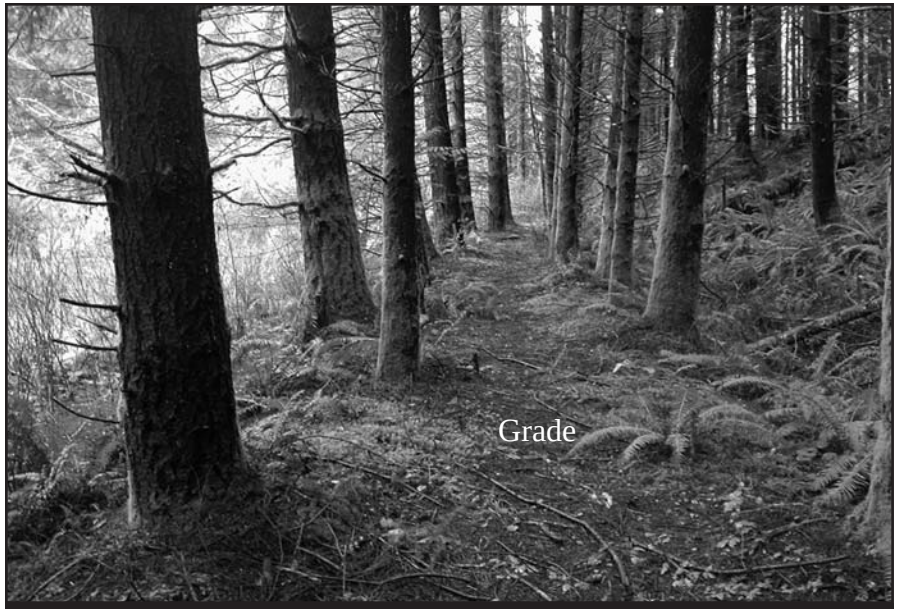


Figure 3-26 2011 View North, North of Figure 31-25

Figure 31-28 2011 View N at Junction with Driveway

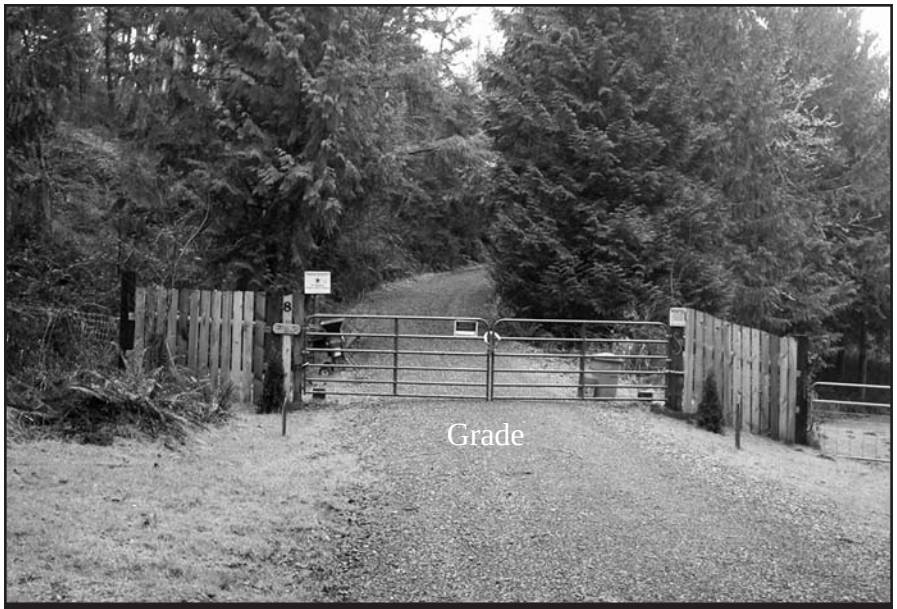


Figure 31-29 2011 View South at 6101 Churchill Road

Immediately east of Bucoda, Figure 31-33 is a 2001 photograph made at the intersection of Ohop Drive and Tono-Bucoda Road. The view is south, with the abandoned mainline of the logging railroad appearing as a horizontal shelf, just below the top of the visible metal post. Figure 31-34 is a photograph from 2011. It was taken at the same place, with the view shifted approximately 30 degrees to the left. Tree growth almost obscures the old grade. The bare spot on the hill identifies the previous location of the coal bunker for the Bucoda Coal Company's Mine # 1.

Ted Curphey provided the picture which appears in Figure 31-35. This was made at 22216 Thompson Creek Road. The unpainted building in the foreground was moved to this area by rail for use in a nearby Mutual Lumber Company camp. Its visible location probably did not represent the exact position it occupied when the camp was active. The mainline of the railroad was approximately 100 yards southeast of the structure. The location of this camp is indicated on the map at the beginning of this chapter. Recent aerial photography suggests that this old building was removed approximately 2008-2009.

Norman Montgomery of Tenino provided a great deal of insight into the history of the Mutual Lumber Company and its railroad. He worked at the Bucoda mill until 1944. Norman recalled that this company was a model employer. It always treated its workers with respect and stood by them when business was slow.

Figure 31-30 2011 View SW at 6101 Churchill Road

Figure 31-31 2001 View North, Main Street in Bucoda

Mutual Lumber Company

Figure 31-32 2001 View SE along Bucoda Coal Co. Spur

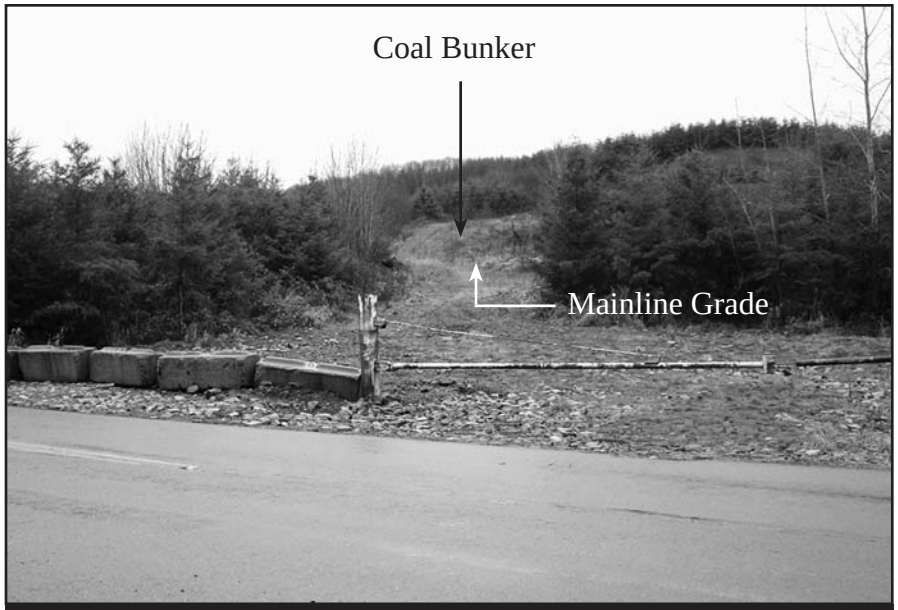


Figure 31-34 2011 View SE across Tono-Bucoda Road

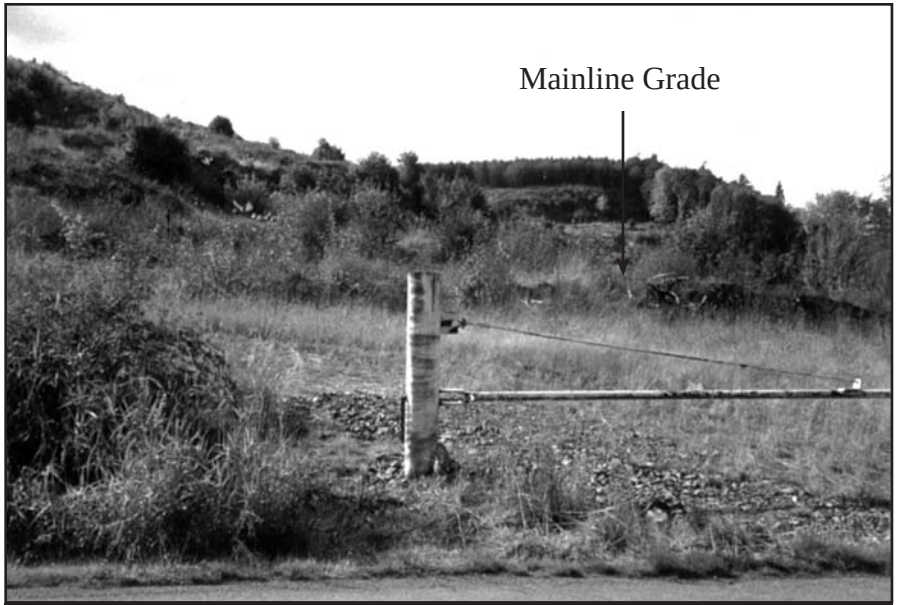


Figure 31-33 2001 View S across Tono-Bucoda Road

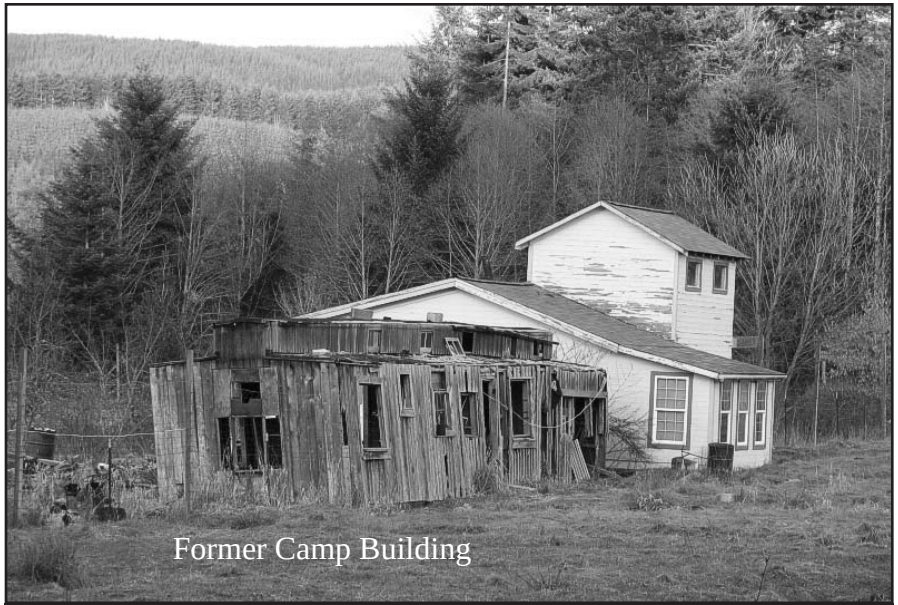
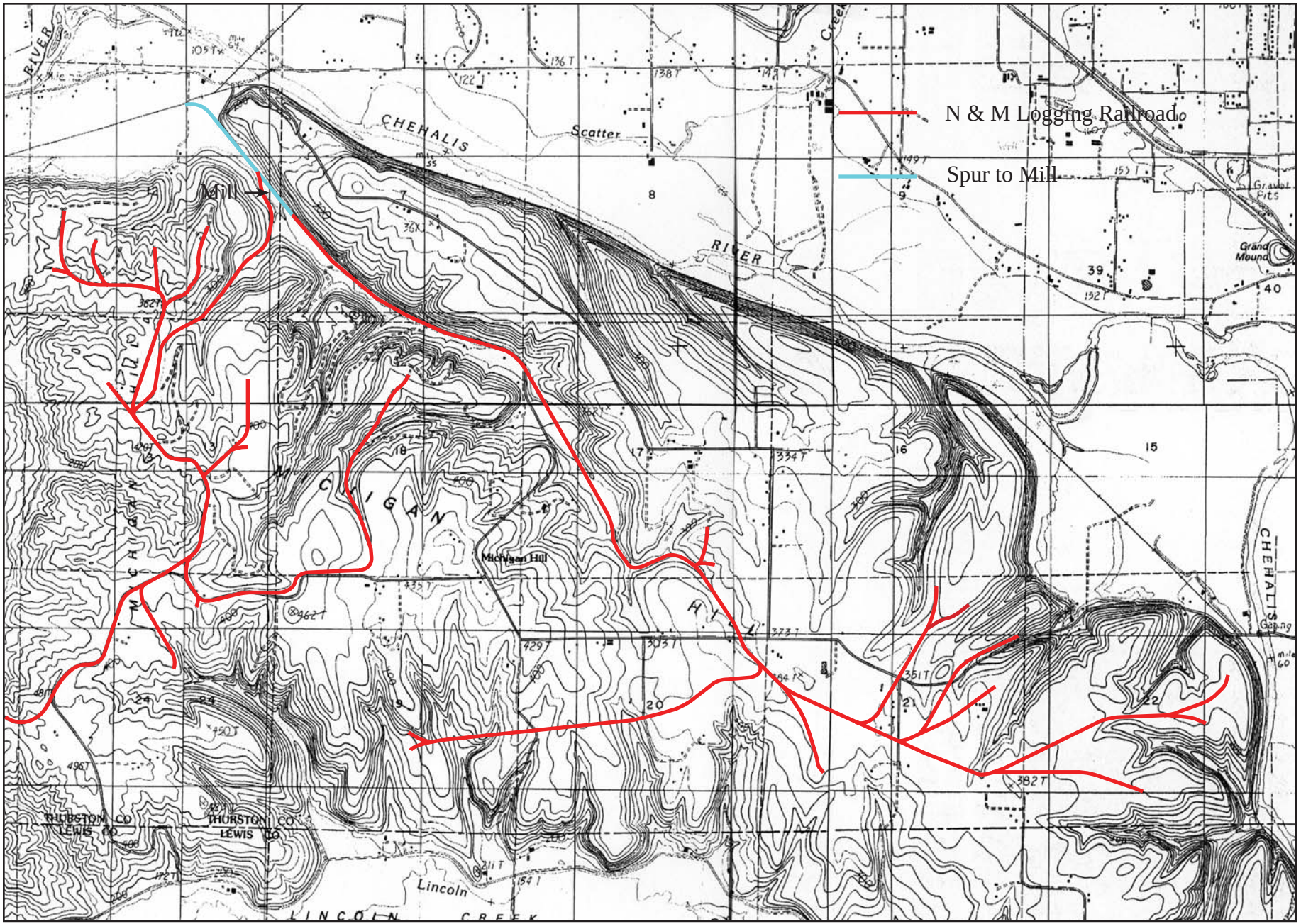


Figure 31-35 C. 2007 22216 Thompson Creek Road



Route Map of the Ninemire & Morgan Lumber Company Railroad

32

Ninemire & Morgan Lumber Company

The Ninemire & Morgan Lumber Company was incorporated in the latter part of 1904 at Aberdeen, Washington. The business began its Thurston County operation in 1912. In a contract dated 18 September, G. W. Ninemire and Thomas Morgan agreed to purchase extensive tracts of land south of Helsing Junction, in the southwest corner of the county. The Far West Land and Improvement Company, grantor of the contract, noted that the N & M Company planned to construct a mill as well as a logging railroad on those premises. The resulting rail line connected at Helsing Junction with the jointly operated mainline of the Union Pacific and Milwaukee Railroads. Each of those two common carrier lines owned half of the spur serving the lumber company's mill. Figure 5-19, on page 67, shows these relationships.

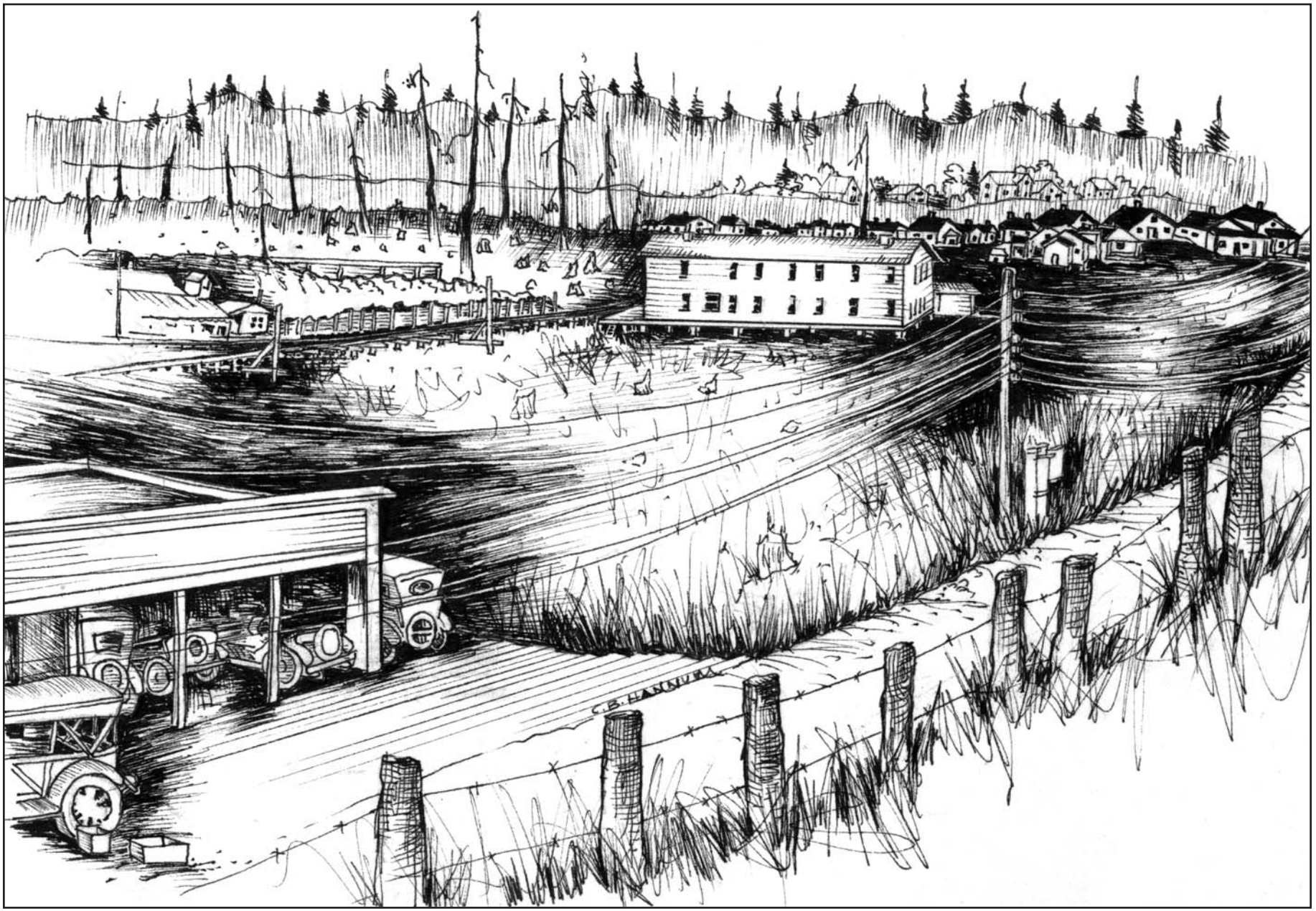
The current postal address of the site where the N & M mill was located is 19520 Michigan Hill Road. When the area was visited in 2001, several pieces of rusty equipment remained there as nostalgic reminders of the property's prior use. The illustration on page 276 was inspired by a Darius Kinsey photograph which was made while the company was in operation. The view is north, from the north end of the mill. The large structure in the center of the picture was a bunkhouse. The spur coming from Helsing Junction is visible on the left. It rose gradually as it passed behind the bunkhouse. Figure 32-1 is a 2001 photograph obtained at 19520 Michigan Hill Road. The view is similar to that portrayed in the illustration.

The logging railroad had two mainlines. The earlier one was a continuation of the south end of the spur to the mill. It came south, on the east side of a mill pond. Figure 32-2 is a Clark Kinsey photograph made facing northwest, over the log pond, toward the mill. The first mainline is not visible, but was on the right side of the log pond. After leaving the mill, this track followed a course toward the southeast. For the first 1.5 miles, it generally duplicated the course of modern-day Michigan Hill Road. Figure 32-3 is courtesy of the Weyerhaeuser Archive and is said to have been produced about 1917. Much of the first mainline is demonstrated. The point of origin of a small spur, present in the southeast quarter of Section 17, could still be found in 2011. Figure 32-4 is a 2011 view southeast, along the first mainline. The spur in Section 17 curves to the left, up the hill. Slightly farther southeast, the mainline itself has mostly disappeared. Bulldozing, which has been done along the old spur going up the hill, appears to have obscured the path of the mainline. Figure 32-5 looks east along the spur, as it ascends the hill.

The second mainline had to negotiate fairly difficult terrain. It was not constructed until later in the company's history. It is visible approximately halfway up the hill, on the left side of Figure 32-2. A log roll, used to dump timber into the mill pond, can be seen below this grade. South of that point, that mainline continued to climb the hill, and was used to harvest timber southwest of Michigan Hill Road.

Figure 32-6 is a Clark Kinsey photograph of the company's Heisler locomotive and its crew. Pointed toward the south, Engine # 2 stands on the second mainline, next to the mill. A number of immigrants worked for the Ninemire & Morgan Lumber Company in Thurston County. Figure 32-7 is another Clark Kinsey picture, courtesy of the University of Washington Library. The photographer captured a Japanese section gang building a new N & M right-of-way.

Figure 32-1 2001 View S at 19520 Michigan Hill Road



Ninemire & Morgan Lumber Company Bunkhouse near Helsing Junction, Washington

Ninemire & Morgan Lumber Company

Figure 32-2 Circa 1920 View Northwest over Log Pond

Most of the timber accessible by railroad had already been cut when the mill burned on 29 August 1924. The owners decided not to rebuild. A letter dated 21 March 1925 (from the Weyerhaeuser Archive, Box 193, Folder "N; 1925") mentioned that the logging company was finishing the removal of timber on land covered by a Weyerhaeuser contract on the southwest quarter of Section 12, Township 15 North, Range 4 West. After these logs were harvested, the railroad was taken up.

Following the course of the first mainline, part of the driveway at 20140 Michigan Hill Road runs on the old grade. This portion of the driveway parallels the county road. Farther southeast, in the west half of Section 7, the railroad roadbed has been incorporated into present-day Michigan Hill Road. In the northeast quarter of Section 18, portions of the old, now abandoned county road can occasionally be glimpsed, approximately 50 yards north of the current road. In that area, the railroad grade lay between the wagon road and the creek. At the place where Michigan Hill Road turns south (the common section line between Sections 18 and 17) the railroad continued in a southeasterly direction for a short distance into Section 17. Then, the rails turned south in order to follow the valley

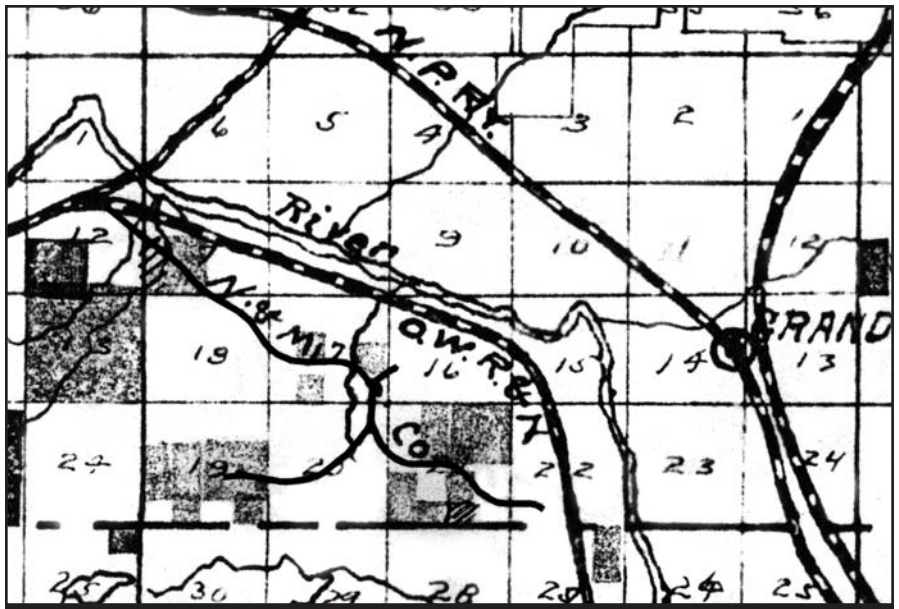


Figure 32-3 Circa 1917 Map of Weyerhaeuser Lands

Figure 32-4 2011 View SE over 1st Mainline, Section 17

Figure 32-5 2011 View East along Spur in Section 17

Figure 32-7 Japanese Section Gang Workers

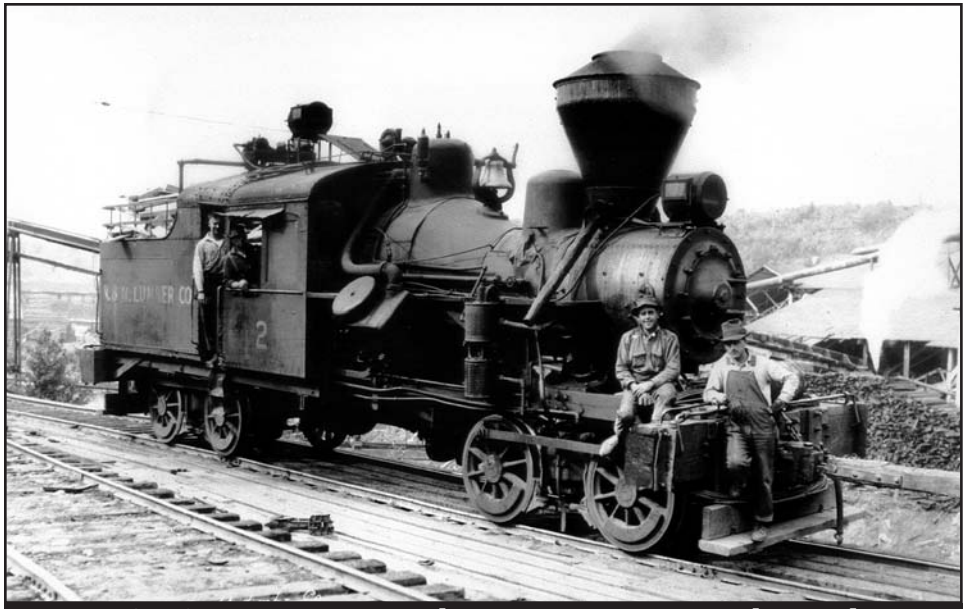


Figure 32-6 View NE, Heisler Engine # 2 on 2nd Mainline

floor. The configuration of the old road and the railroad, along that common section line, is visible in Figure 32-8. This is a 1915 map that was part of Washington Utilities and Transportation Commission Case # 1757. Therein, the logging company sought permission to cross the county road (now Michigan Hill Road). Figure 32-9 is a 2003 Lidar Hillshade aerial image which shows land contours in that area. The positions of the old wagon road, and the railroad, are indicated.

South and east of that location, the valley becomes wider and the exact path of the railroad is less clear. An interview with Bob Anderson, who lived there as a boy, clarified the route. He recalled that the grade ran through the properties of the Angewood, Imus, Winnie, Andrews, Ledbetter, and Godwin families. Some of these names still appeared on the 1929 Metzker Map of this part of Thurston County. A 1944 Army Corps of Engineers aerial photograph was also useful in determining the course of this mainline.

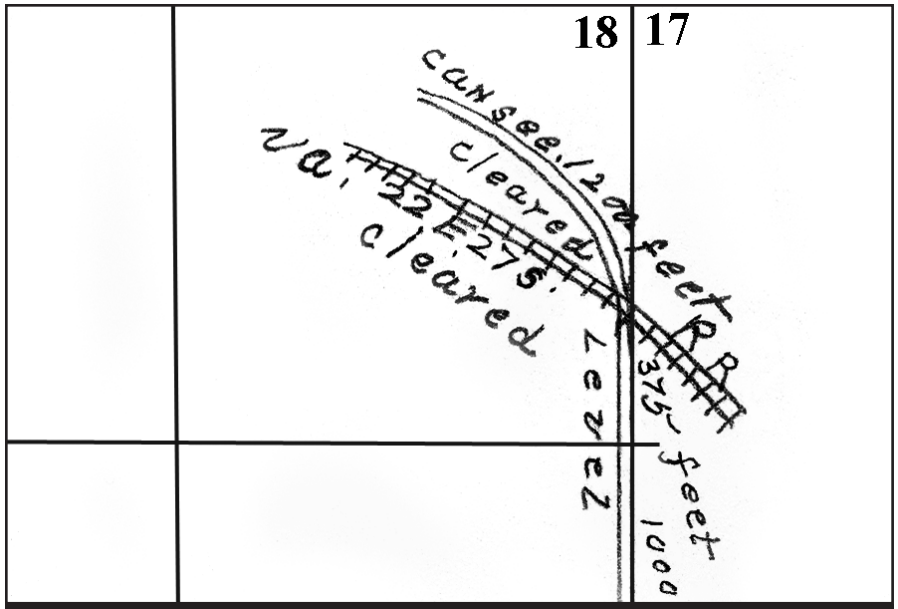


Figure 32-8 1915 Proposed Crossing of County Road

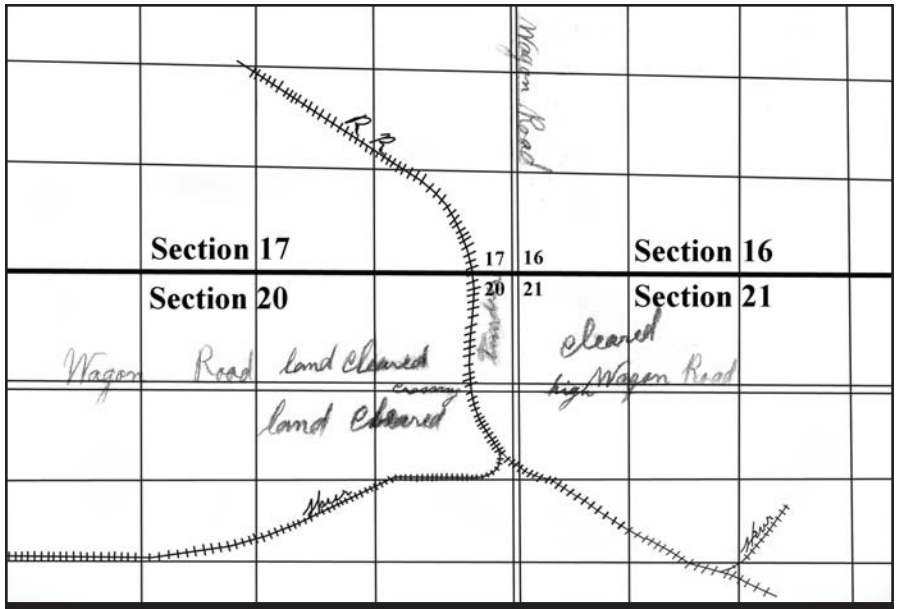


Figure 32-10 1917 Proposed Crossing in Section 20

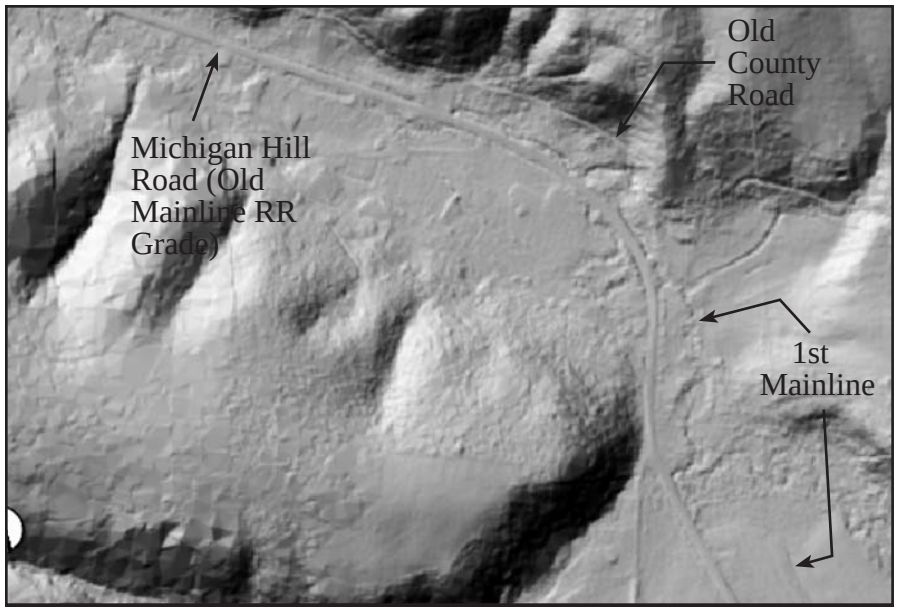


Figure 32-9 2003 Lidar Hillshade Image of Crossing

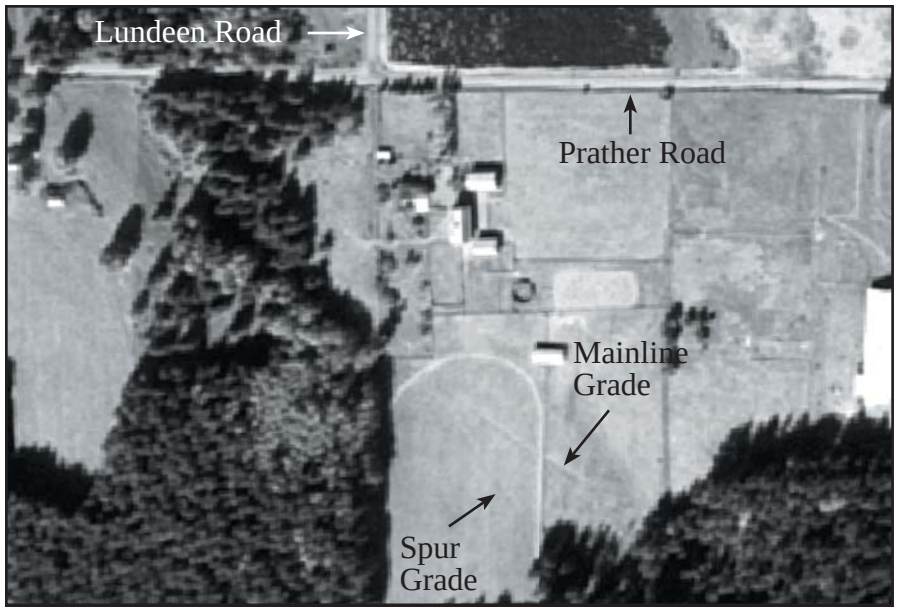


Figure 32-11 1990 Aerial Photograph of Grade Remnant

Washington Utilities and Transportation Commission Case # 4281 was filed by the Ninemire & Morgan Lumber Company in 1917. This application sought permission for the company's logging line to cross what is now Prather Road. Figure 32-10 is a map submitted with the petition. Although not to scale, it correlates well with Figure 32-11, a 1990 aerial photograph of the same area. From the latter figure, it appears that the crossing was approximately 190 yards west of the intersection between Prather Road and the wagon road that has become present-day Lundeen Road. South of Lundeen Road, the right-of-way split into an east and west branch. The eastern one is clearly visible in Figure 32-11. This segment continued southeast and crossed what is now Lee Road, at a point immediately south of the residence at 21745 Lee Road. For some period of time, a lumber camp was located on the east side of Lee Road, opposite the property with this current address.

The second mainline passed south, along the west side of the mill pond. Then it curved southwest while climbing along the side wall of a ravine. Eventually that grade ran upon the right-of-way occupied now by Drewry Road. While in the ravine, the tracks negotiated several trestles. The remnant of one of these, photographed in 2001, is presented in Figure 32-12. This ravine is located southwest of the residence at 20140 Michigan Hill Road. That address is significant for an additional reason: it locates the south end of the mill pond, which disappeared after the lumber company closed. The pond was also the site of a shingle mill.

Drewry Road follows the grade of the second mainline, first toward the southeast, then south, and then southwest through a wooded area. The abandoned grade finally connects to the west end of Langworthy Road. A separate branch of the former railroad is now used by a short portion of Langworthy Road, east of the junction with Drewry Road.

Aside from the bunkhouse and residences visible in the illustration on page 276, there were several other cottages in the valley, south of the mill pond. In the 1920s, these were occupied by Japanese workers. Eleanor Montford was born in that same area in 1926, after most of the N & M Company workers had moved away. Eventually, she and her husband farmed there. Eleanor recalled that daffodils, planted originally by Japanese employees, sprouted each year in their freshly plowed fields.

Figure 32-12 2001 Trestle Pilings from Second Mainline

33

Olympia & Mt. Rainier Railroad

The Olympia & Mt. Rainier Railroad resulted from the entrepreneurial skill of Isaac Chase ("Ike") Ellis. The line was used to haul logs to tidewater from Ellis' extensive timber holdings in the region of Chambers Lake. Logging was just one of the many vocations pursued by this man. In 1873, he was the general contractor responsible for constructing a Territorial Jail at McNeil Island. That building became a U. S. Penitentiary after Washington attained statehood. In addition, he was Mayor of Olympia until 1875, at which time he resigned to follow business opportunities in San Francisco. After several years, he returned to Thurston County and developed Lacey's Woodland Race Track, which opened in 1891.

Ellis was one of the early large-scale loggers in Thurston County. At one time, he was in the timber business with George H. Foster and Amos Brown. Both Ellis Creek and the cove into which it flows, at Priest Point Park, were named for him. As partners, Foster and Ellis were harvesting timber along Ellis Creek in the early 1880s, when their business interests began to diverge. By that time, the two men were experimenting with the use of a railroad to move logs to Puget Sound. The Port Blakely Mill Company, using Amos Brown as its agent, bought the partners' entire Ellis Creek operation on 1 March 1881. The sale included a camp, thirty oxen, three horses, two logging cars, and all timber rights and rights-of-way previously owned by Foster and Ellis. Ironically, Ellis bought many of these same items back from the Port Blakely Mill Company on 17 September 1884, and used them to help establish the Olympia & Mt. Rainier Railroad. The 1884 transaction enumerated forty-four oxen, three horses, a camp with all equipment, one dam, and a railroad with two cars at this camp. There was also one additional car located at Mud Bay. Because the document did not mention a locomotive, it seems likely that the Ellis Creek line, while operated by Port Blakely, constituted a tram road, and was probably powered by oxen.

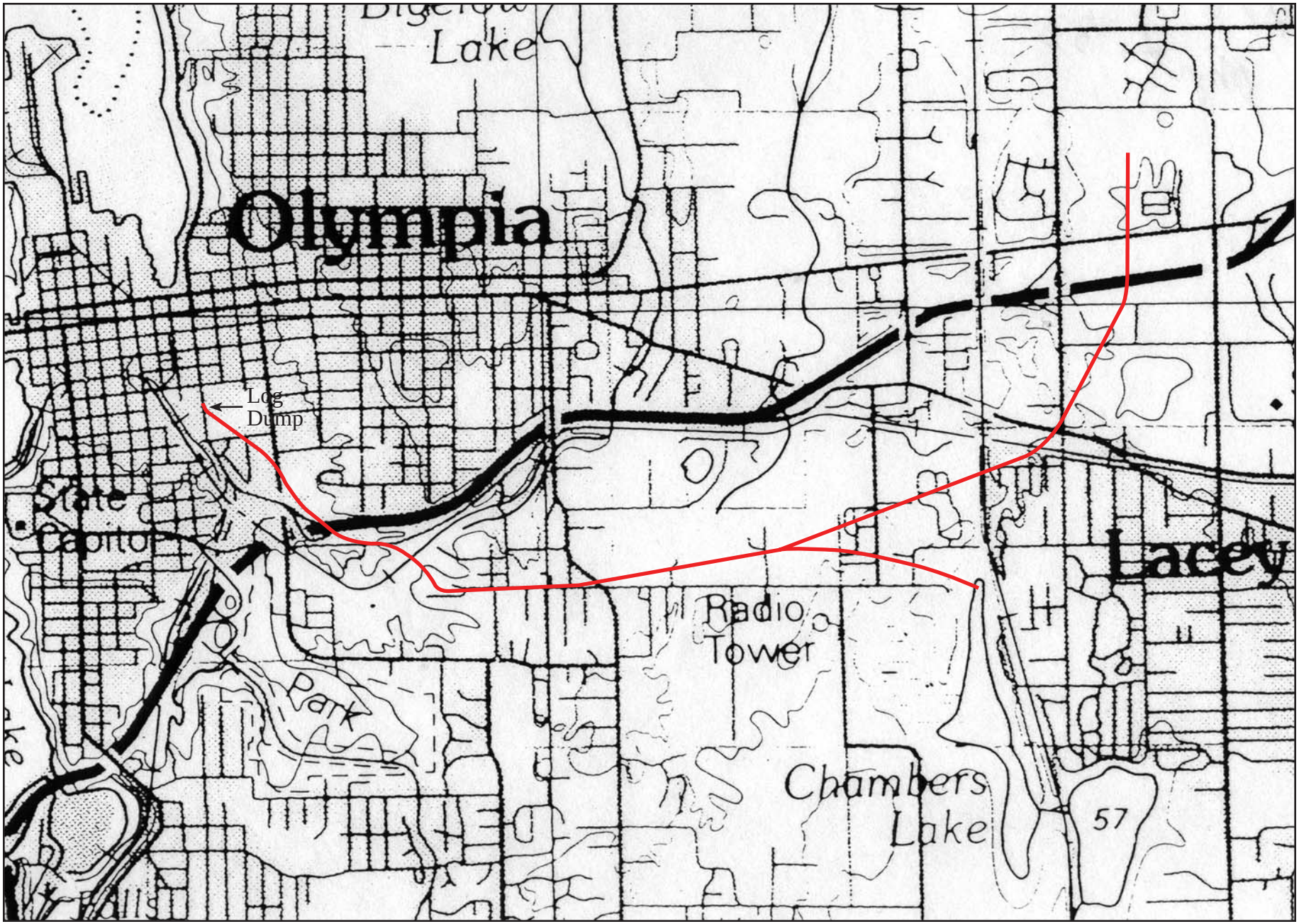
Earlier in 1884, in March, Ellis had purchased Samuel Ward's wharf and warehouse near downtown Olympia. The Ward property was noted to be "abutting on Fourth Street [now Avenue] immediately on the east side of the channel, by the drawbridge and adjoining the wharf and warehouse of the said Ellis on the west." Additional logging equipment and animals were purchased from the Tacoma Mill Company on 26 August 1884. Those goods consisted of all items (excluding the right-of-way) acquired from James McIntosh on 9 July 1884 (see page 326). During 1883, Ellis bought most of the timberland that he would eventually harvest. Necessary rights-of-way for the Olympia & Mt. Rainier Railroad were leased in May of 1884. They included all of Blocks 42, 43, 51, 52 and 71 of Swan's Addition to Olympia. After grading began, it became necessary to lease another small parcel of that subdivision, and so the northeast portion of Block 59 was secured in September, 1884. Two additional leases had been signed in May. The first allowed the Olympia & Mt. Rainier Railroad to cross the William Ayers Donation Claim, while the second permitted passage over what became, in 1889, Wilson's Addition to Olympia.

One of these leases, dated 28 May 1884, suggests that Ellis was not the first logger to use part of his newly secured right-of-way. In that document, James Pattison granted Ellis "a right-of-way upon and over that certain skid logging road built by Dan Varner, so far as the same runs over and through Blocks 51, 52 and 71 of Swan's Addition to the Town of Olympia." In August of 1876, Varner had taken a mortgage on $2,000 worth of timberland in "the Moxlie Claim" (described as Lots 3 and 4 and the north half of the southeast quarter, and the southeast quarter of the southeast quarter of Section 24, plus the northeast quarter of the northeast quarter of Section 25; all properties were in Township 18 North, Range 2 West). The grantor of the mortgage, J. W. Barry, included a logging camp and a hovel for oxen in the deal. This implies that Varner, also, had a predecessor in the logging at that location.

Varner had a business relationship with the Port Blakely Mill Company. He sold his land in "the Moxlie Claim," as well as the east half of the Wilson Donation Claim, to that company in November of 1876. The price was $1, suggesting that the document served as a means for Varner to satisfy a preexisting obligation. It seems likely that financing for Varner's skid road had come from the Port Blakely Mill Company. In 1884, Ellis leased Blocks 42 and 43 of Swan's Addition from the same mill company.

In the twenty-first century, it is difficult to imagine how the terminal for the Olympia & Mt. Rainier Railroad appeared in the 1880s. The line ended at a log dump, on the old East Waterway. Figure 33-1 comes from an 1893 map of the Olympia Harbor. At that time, the waterway had not yet been filled with material dredged from the harbor, or scraped from nearby hills. The railroad is superimposed on the figure. Well-known roads, using their modern names, are identified. It should be noted that the terminal portions of both Moxlie Creek and Indian Creek now flow through culverts, having been covered and paved over. The railroad's log dump was located at approximately the junction of present-day Plum Street and the northern portion of the Yashiro Japanese Garden.

Before exploring the right-of-way used by the Ellis railroad, a few historical references are worth noting. Logging Railroads of the West, by Kramer Adams,



Route Map of the Olympia & Mt. Rainier Railroad

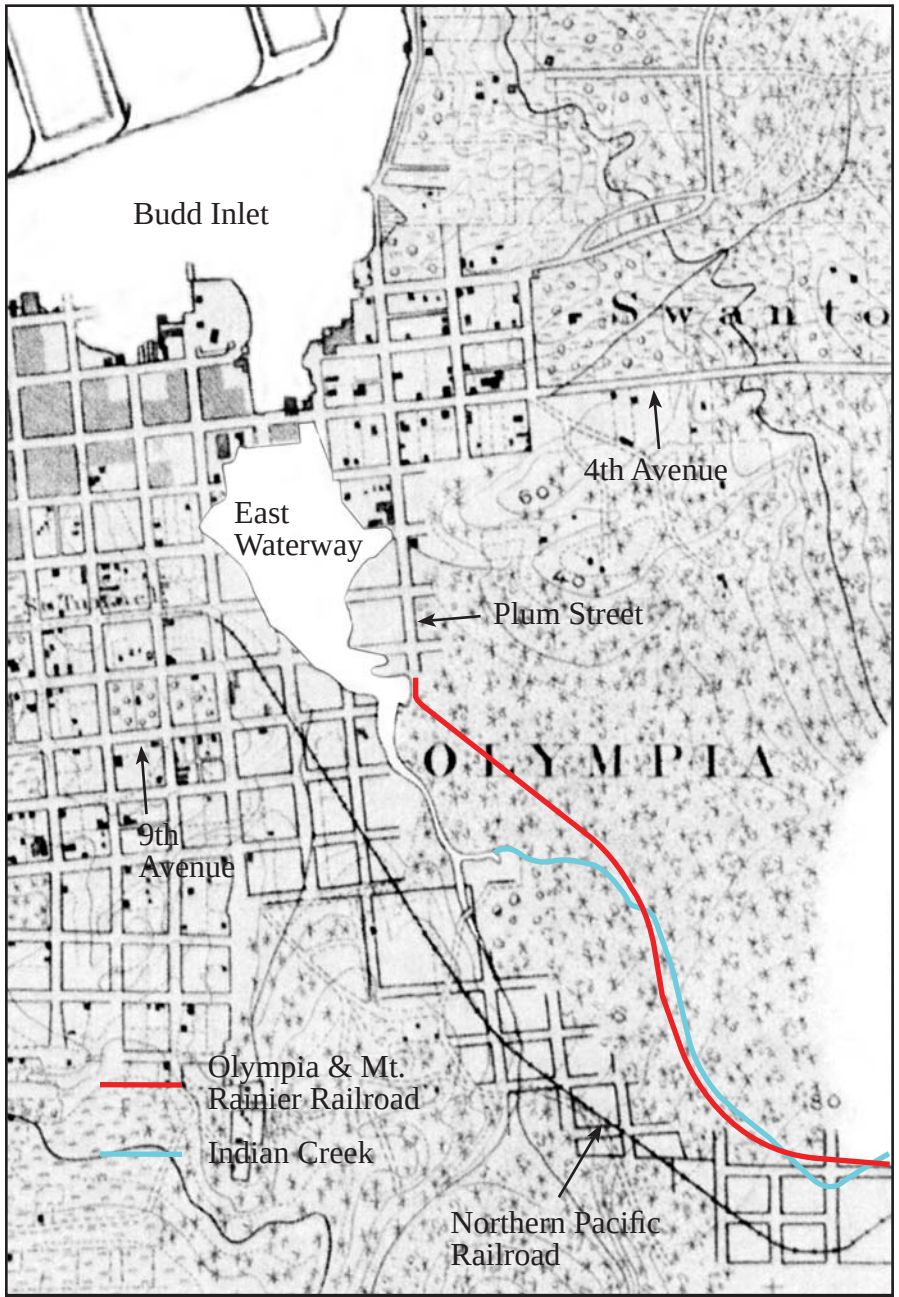


Figure 33-1 1893 *Map of the Olympia Harbor*

reported that the Olympia & Mt. Rainier Railroad operated until 1890. Poor's Manual of Railroads, Edition of 1890, noted that the railroad had 3.0 miles of track and used steel rails with a gauge of eight feet, one inch. It also owned four log cars. The 30 January 1885 edition of the *Washington Standard* mentioned that "Mr. Ellis' railway logging camp is in full working order and every day the ears of our citizens are greeted by the blast from the locomotive whistle as the train comes thundering down the declivity to the mouth of Moxley's Creek, where, at high tide, the logs are rolled into the water."

Finally, a 1985 interview with Elizabeth Ayers provides a personal perspective on the logging line. Ayers, a noted Washington architect, was a granddaughter of Ike Ellis. She also descended from the William Ayers who leased a right-of-way to Ellis in 1884. She lived at Panorama City when Denise Keegan recorded, and Lanny Weaver transcribed, her words: "He (Ellis) had his log dumper's main headquarters down at the Union and . . . Henderson downtown. See, that was on the East Waterway. The tide came up in there. And he had this logging railroad that he built out to Chambers Lake and he ran the railroad right down into the lake. Then he floated the logs onto the cars and then pulled them out by oxen power and took them to the top of the hill and turned the cars loose down to the Union dump and [then] they hauled them back up [to Chamber's Lake]. That was the way that was logged." The complete text of this conversation can be accessed at the Lacey Museum.

Although Ellis had probably harvested most of his timberland by 1890, an additional factor may have made it necessary to abandon the Olympia & Mt. Rainier Railroad. The Northern Pacific Railroad was building a new branch line through Olympia, the Tacoma, Olympia & Grays Harbor Railroad. That new right-of-way intersected the Ellis line, but at a significantly different (lower) grade elevation. Maintaining the logging railroad would have required erection of an expensive bridge over the Northern Pacific, and such a bridge was not built.

Touring the route of the Olympia & Mt. Rainier Railroad begins at the log dump. No trace of this terminal remains in 2011. The location was at Plum Street, on the southeast corner of the intersection defined by the junction of the Olympia City Hall and the Yashiro Japanese Garden. Figure 33-2 is a 2010 photograph of the site. The view is toward the northeast, across Plum Street. Here the Japanese garden occupies a position immediately southeast of the place where logs were rolled into the East Waterway. Moving southeast, the line crossed what is now Union Avenue before traversing Eastside Street. Figure 33-3 looks northwest, along the known but no longer identifiable right-of-way, at 1107 Eastside Street. Subsequently, the railroad followed the southwest side of Indian Creek. Construction of Interstate 5 has eliminated almost all of that part of the right-of-way. The same process has greatly altered all of the topography that was present in the 1880s. Figure 33-4 is part of the 1937 U. S. Geological Survey Map of the Olympia Quadrangle. This map is a good representation of how the area was contoured when the Ellis railroad existed. Continuing farther southeast, the grade crossed what is now Wheeler

Figure 33-2 2010 View NE at Site of 1880s Log Dump

Figure 33-4 1937 U. S. Geological Survey Map

Figure 33-3 2010 View NW at 1107 Eastside Street

Figure 33-5 1936 Aerial Photograph near 18th Avenue

Olympia & Mt. Rainier Railroad

Avenue, approximately 200 feet east of the former intersection (before the interstate highway was built) between Wheeler Avenue and Central Street. At that point, Wheeler Street lies in a cut, approximately fifteen feet below the level used formerly by the Ellis grade.

Moving southeast of Wheeler Street, the right-of-way rises gradually, following a natural hogback, all the way to 18th Avenue. At one point between these two roadways, it lies at a height approximately 30 feet above the grade of the old Northern Pacific Railroad, which is now Thurston County's Woodland Trail. Near 18th Avenue, the line of the Olympia & Mt. Rainier Railroad emerged from the hogback and began to run due east. Figure 33-5 comes from a 1936 aerial photograph of an area where the grade could still be discerned, immediately north of 18th Avenue. Figure 33-6 is a 2010 photograph looking north at the same address, 1802 18th Avenue. Here the grade ran from left to right, where four large trees can be seen.

East of 18th Avenue, the railroad followed a relatively straight course all the way to Chambers Lake. Along the way, a branch left the mainline to head northeast, crossing what is now Fones Road. This branch bent farther toward the north at the junction of present-day Sleater-Kinney Road and Pacific Avenue. After another 0.5 mile, it began tracking due north, approximately halfway between Sleater-Kinney and College Street. Figure 33-7A is a 1936 aerial photograph of this area. Figure 33-7B is the same photo, with the addition of railroad grades.

Figure 33-7A 1936 Aerial Photo near Chambers Lake

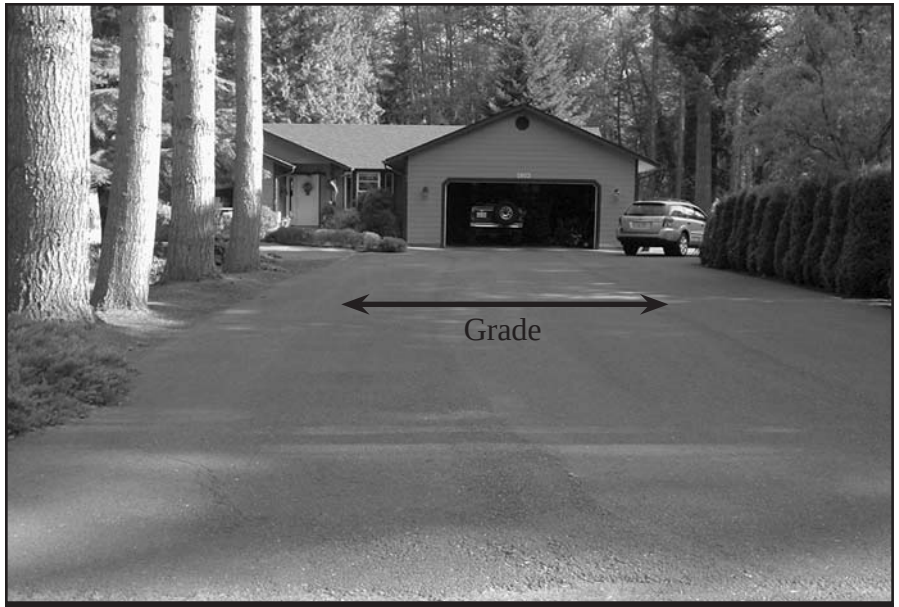


Figure 33-6 2010 View North at 1802 18th Avenue

Figure 33-7B 1936 Aerial Photo with Grades Added

The mainline to Chambers Lake also passed over modern Fones Road. Thereafter, it crossed Elizabeth Avenue slightly south of a point halfway between 14th and 18th Avenues. The terminal on Chambers Lake ran across the current parking lot for the structure at 3601 18th Avenue. Figure 33-8 is a recent view toward the east at that address. The place where logs were hauled out of the water was located at the left end of the visible portion of the lake.

Although the length of track displayed on page 282 approximates the total of 3.0 miles reported to have been in operation in 1890, there may have been additional grades that had already been abandoned. A document from April of 1883 (Thurston County Miscellaneous Book 1, page 385) describes another right-of-way that passed through the south part of the southeast quarter of Section 18, Township 18 North, Range 1 West. Today, that would correspond to the region northwest of the junction of Lilly Road and Pacific Avenue. It also seems probable that there were additional grades south and east of Chambers Lake, all of which remain unidentified.

The Olympia & Mt. Rainier Railroad is one of the earliest, and least well known of the pioneer lines in Thurston County.

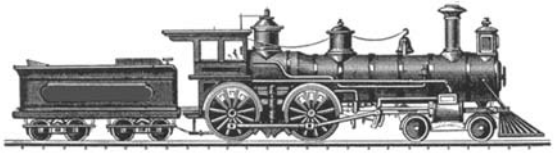


Figure 33-8 View East at 3601 18th Avenue

Olympia & Mt. Rainier Railroad

34

Pacific Coal & Gas Company

The Pacific Coal and Gas Company built one of the shortest independent railroads ever to operate in Thurston County. The line was a mere 9,600 feet in length. The forerunner of this company, the Skookum Coal Company, was incorporated in May of 1904. After successful prospecting probes, the latter company acquired extensive land and mineral rights in Section 8, Township 15 North, Range 1 West. The purchases included Lot 4 of that section, where the Pacific Coal and Gas Company mine would eventually be located. No active mining occurred for several years, until December, 1909. At that time, the Skookum Coal Company leased mineral rights on their property to George F. Clement. The transaction included a provision that Clement begin removing coal within three months. But he was unable to meet this deadline, and negotiated an extension in late March, 1910. Still unable to get the mine into production, Clement sold his lease to the Pacific Coal & Gas Company in July of 1910.

Incorporated in February, 1910, the Pacific Coal & Gas Company was removing coal from two separate slopes of their new mine by September of the same year. But the company's finances appear to have been unsound. That fall, two liens were placed against the organization, alleging failure to pay wages. A third lien, in February, 1911 was filed by a teamster. He demanded compensation due him for hauling wagon loads of coal between the north side of the Skookumchuck River, and a reload on the Northern Pacific spur which served the Blumauer Lumber Company (the Tenino Coal & Iron Company Spur). This was said to have been a distance of 3.0 miles.

Since it would be more economical to load coal on rail cars at the mine itself, the company decided to build its own railroad. It was to connect with the Northern Pacific mainline at a point approximately 1.5 miles south of Tenino. In 1911, the Pacific Coal & Gas Company made an application to the Washington Utilities and Transportation Commission. It sought permission to make two crossings over the county road known in 2011 as 184th Avenue. Figure 34-1 is a map which accompanied the application. The document noted that the railroad would terminate

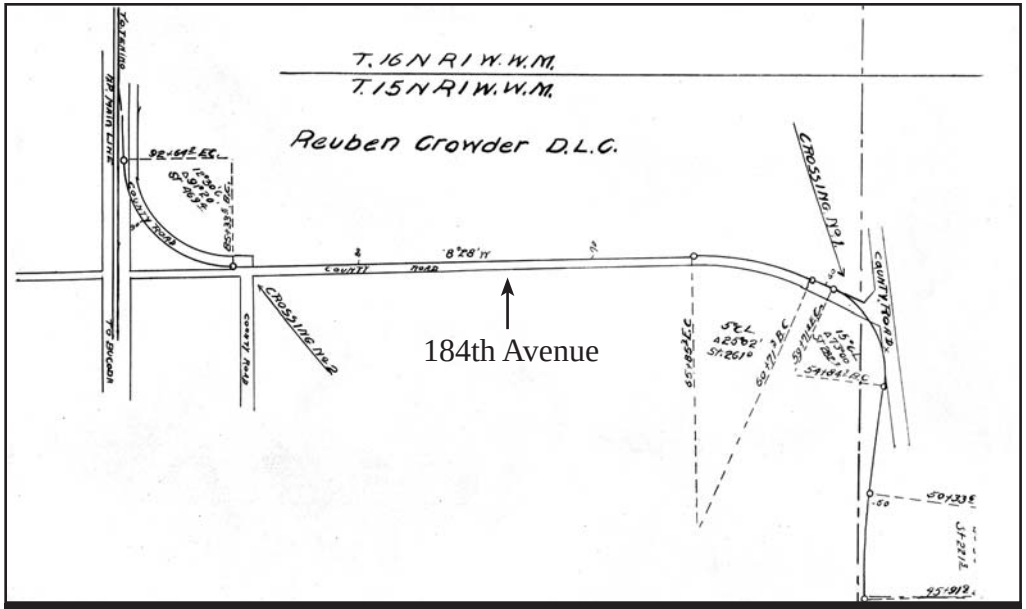
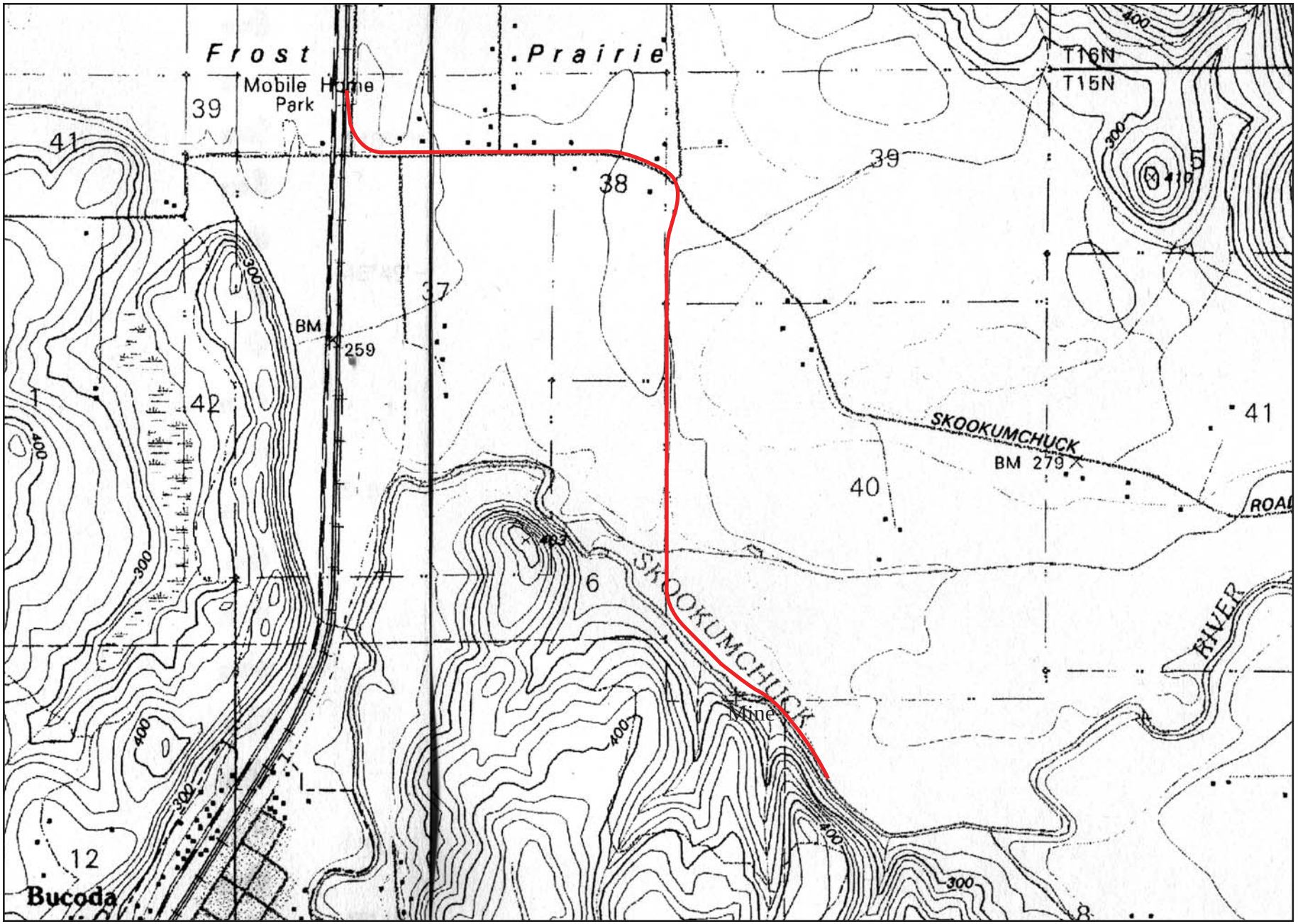


Figure 34-1 1911 Map of P C & G C RR at 184th Avenue

Pacific Coal & Gas Company



Route Map of the Pacific Coal & Gas Company Railroad

Figure 34-2 1936 Aerial Photo, Arrows Show Grade

at a coal bunker on the north side of the Skookumchuck River. The mine entrance was opposite the bunker, on the south side of the river.

This railroad probably existed for a relatively short period of time. A trace of it could still be seen in the 1936 aerial photograph displayed in Figure 34-2. The location shown in the figure is immediately north of Bucoda, and east of the mainline of the current BN-SF Railway. The Pacific Coal & Gas Company was removed from the list of active Washington corporations in July of 1916. This mine was, at some point in time, known as the Skookumchuck Mine. It still appeared on a map that was issued in 1919 by the Department of Natural Resources as Bulletin # 19. Part of that map is reproduced in Figure 34-3. The publication noted that "the mine has evidently been long abandoned." When Lyle Schultz was interviewed in 2001, he recalled that a mine known as "the Burton Mine" existed at this location during his lifetime. It was an open pit mine and used trucks to remove coal from the site. Outcroppings of coal were common in this region, all along the south bank of the Skookumchuck River. In the 1920s, and early 1930s, the Quality Coal Mine operated approximately 0.25 mile southeast of the location of the Skookumchuck Mine. The Quality Coal Mine appears in Figure 31-12 on page 264.

The history of the Pacific Coal & Gas Company mine is typical of thousands of tiny mines that dotted the coal-bearing regions of Western Washington in the first half of the twentieth century.

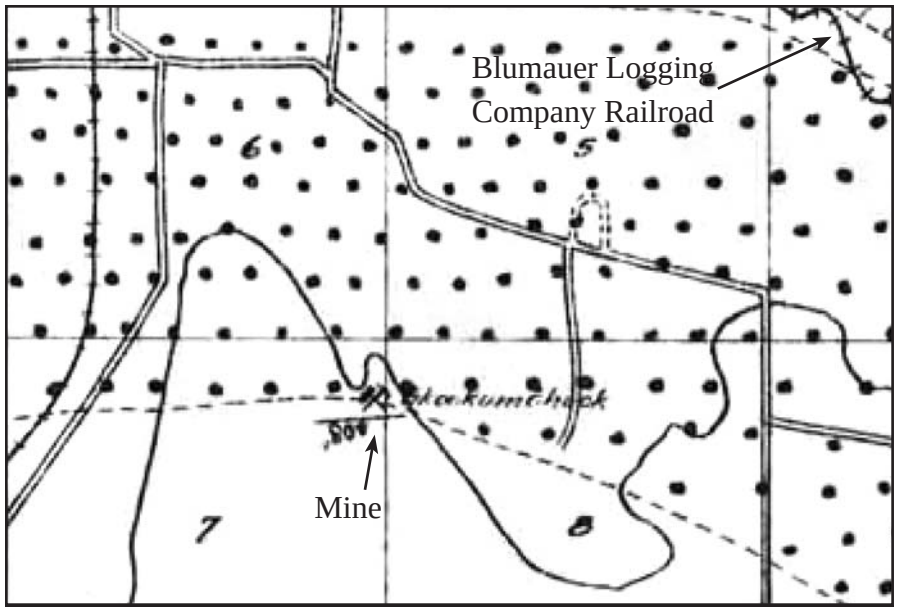
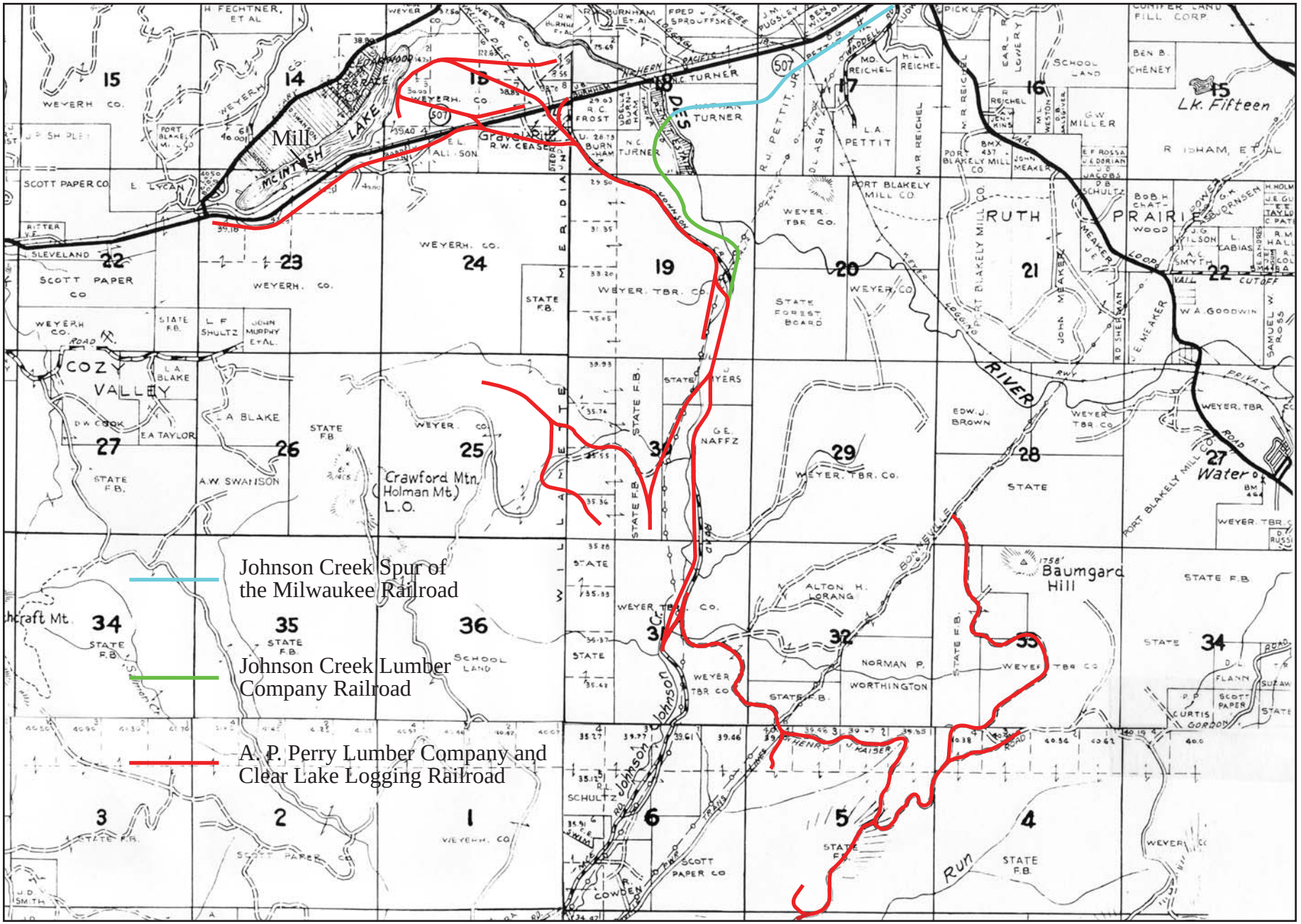


Figure 34-3 1919 DNR Map, Skookumchuck Mine

Pacific Coal & Gas Company



Route Map of the A. P. Perry Lumber Company Railroad and Associated Lines

35
A. P. Perry Lumber Company

The first A. P. Perry Lumber Company mill was built in 1896 on land leased from the Northern Pacific Railroad. It was an excellent location, situated on the southeastern shore of Clear Lake (also known as McIntosh Lake). Initially, the lake was used as a log pond for timber felled from the surrounding area. The Northern Pacific Railroad constructed McIntosh Station on the Prairie Line, next to the mill. After operating the facility for a few years, A. P. Perry agreed to a conditional sale of the mill to George Lawler. Lawler headed the Sunset Lumber Company, which became insolvent in 1900. Later that year, Perry resumed full control of the mill.

The original mill was rebuilt after it was destroyed by fire in November, 1904. In 1905 the Northern Pacific placed a new spur into the reconstituted structure, and A. P. Perry incorporated the business on 6 June 1907. McIntosh Station can be found on the Northern Pacific Valuation map reproduced in Figure 35-1. At the time of incorporation, the sawmill property included a hotel, ten cottages, a blacksmith shop, two storehouses and a complete logging outfit. The illustration on page 297 provides a glimpse of the area as it appeared in 1928. The building on the far right side of the image is the McIntosh depot. The depot is also visible in Figure 35-2, a 1928 view which faces southwest, a direction opposite to that of the illustration. It is a photograph from Northern Pacific Railroad Joint Facilities Book # 3. After the mill closed, the village of McIntosh declined and disappeared.

In the early days, Clear Lake was used to transport timber to the mill. In personal correspondence, R. Dale Jost, M. D. related evidence to suggest that the lumber company began logging by rail about 1910. However, there was no direct connection between the Perry railroad and the mill. Logs were dumped into Clear Lake at a terminal on the northeast shore, and floated to the mill. The earliest rail line was built from the log dump toward the southeast and was intended to reach timber on the south side of the Prairie Line. A first crossing, beneath the Prairie Line, became operational in the middle of August, 1912. This undercrossing proved to be mechanically unsafe because the two railroads intersected at a 45 degree angle, instead of a more stable 90 degrees. It was replaced in 1913 by a second undercrossing located approximately 0.9 mile east of the first one. Figures

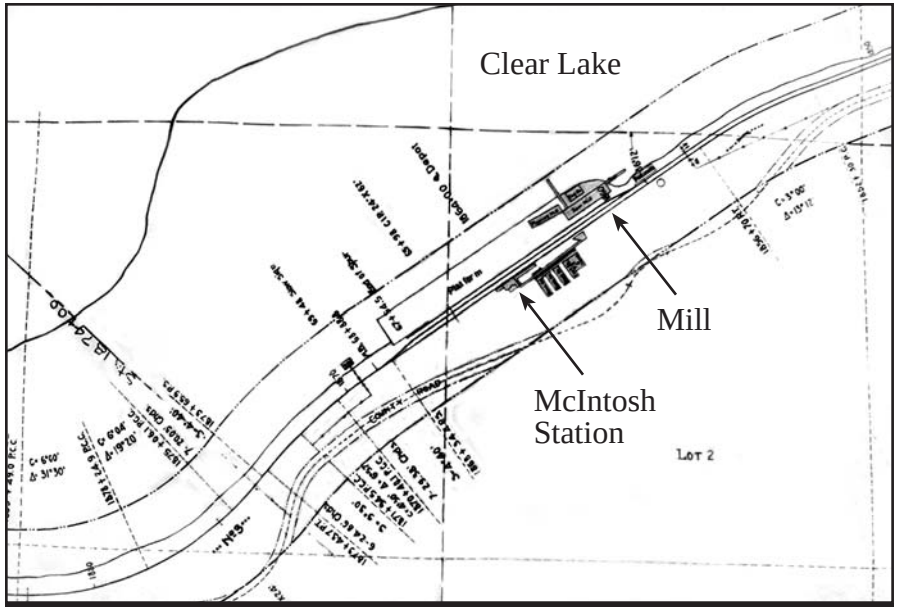


Figure 35-1 NP Valuation Map Showing A. P. Perry Mill

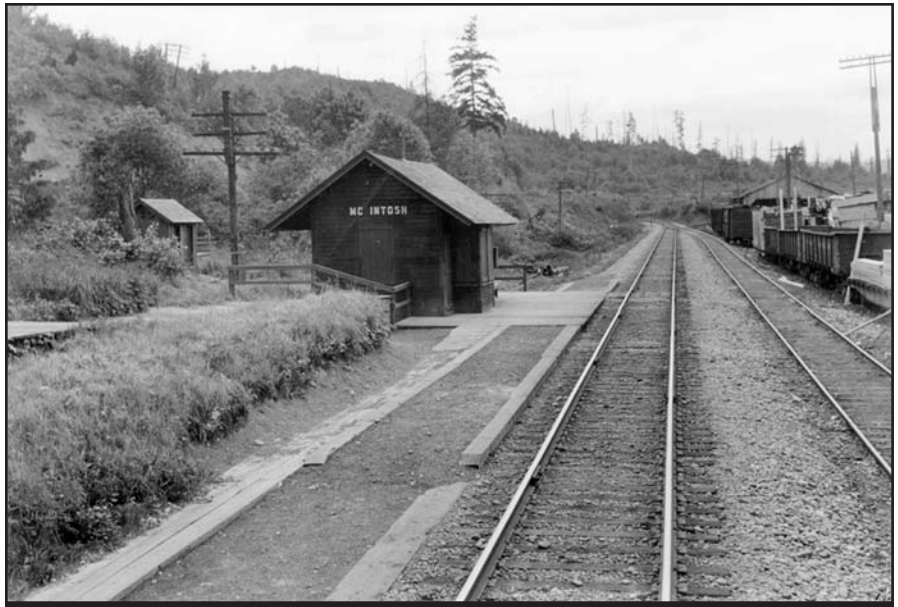


Figure 35-2 1928 View Southwest at McIntosh Station

35-3 through 35-6 are also from Joint Facilities Book # 3. Figure 35-3 displays the second undercrossing in a 1928 photograph facing north. Smoke from a hidden locomotive, on the north side of the undercrossing, can be seen in the distance on the right side of Figure 35-4, a view west along the Prairie Line. Figure 35-5 enlarges part of Figure 35-4 to better display these features.

The Johnson Creek Lumber Company obtained running rights over part of Perry's railroad, southeast of the second undercrossing, in 1913. The Johnson Creek Lumber Company also secured an agreement with the Northern Pacific for establishment of a connection with the Prairie Line, to be located immediately east of the undercrossing. The connection is the track labeled "2" in Figures 35-4 and 35-5.

A. P. Perry and other trustees of the lumber company incorporated their railroad as the Clear Lake Logging Railroad Company on 9 January 1914. Map # 237, from the collection of the Washington State Archives, was prepared in the middle of April, 1914. Part of it is reproduced in Figure 35-6. Figure 5-14 displays additional portions of the same map. In the spring of 1914, the Clear Lake Logging Railroad's "end of track" reached as far south as the southern part of Section 19, Township 16 North, Range 1 East. This figure shows the connection between the Clear Lake Logging Railroad and the railroad of the Johnson Creek Lumber Company. Figures 35-7A and B were made from the same 1992 aerial photograph of the region where the junction occurred. Figure 35-7B has both logging company grades added.

Figure 35-4 1928 View W toward Second Undercrossing

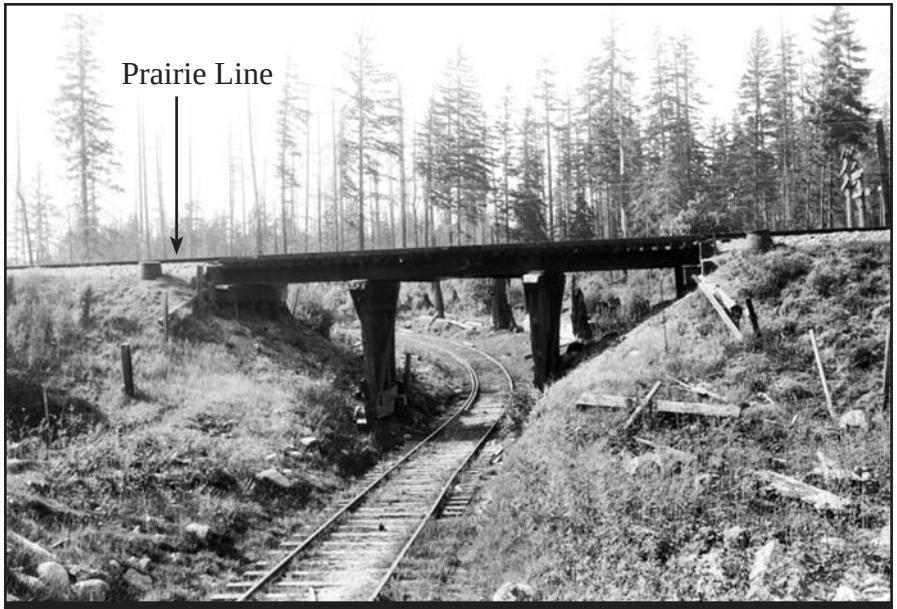


Figure 35-3 1928 View North at Second Undercrossing

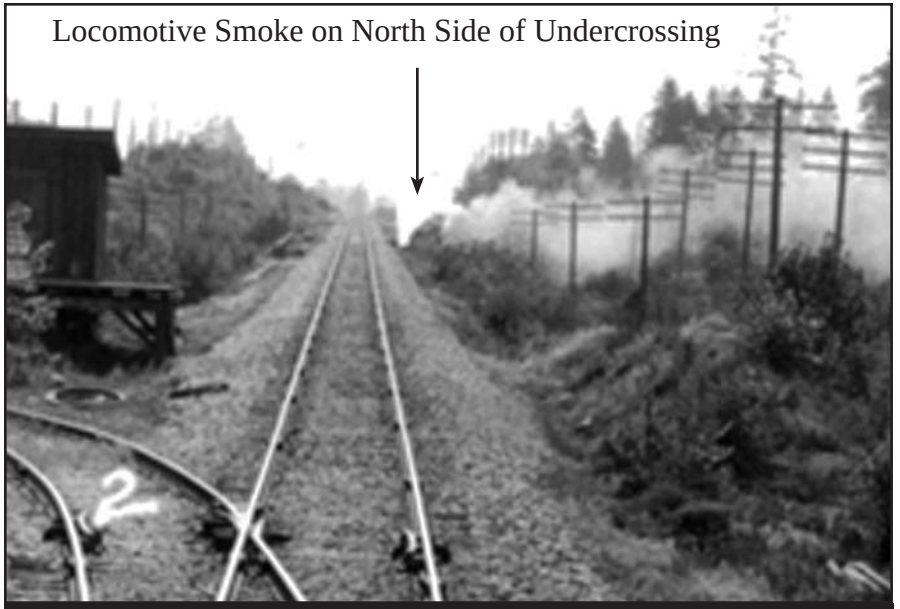


Figure 35-5 Enlargement of Figure 35-4

A. P. Perry Lumber Company

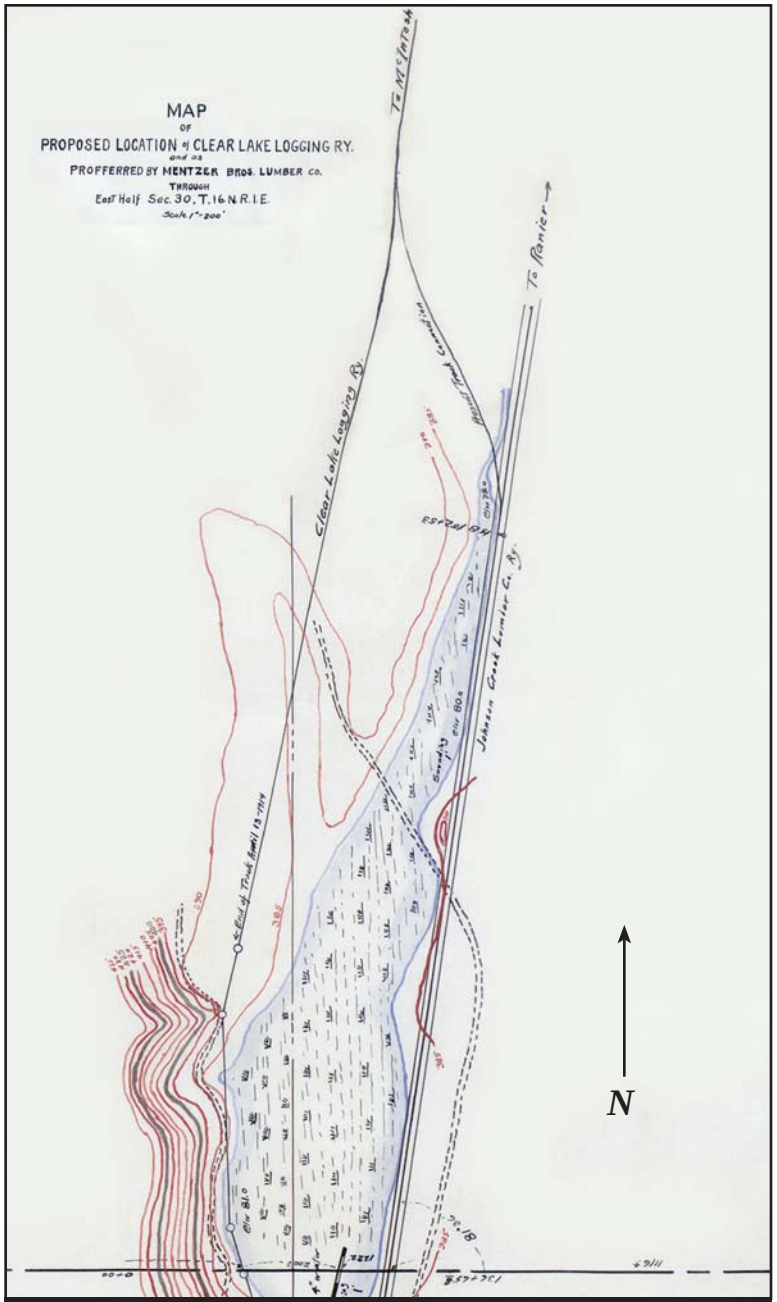


Figure 35-6 1914 Clear Lake Logging Railroad

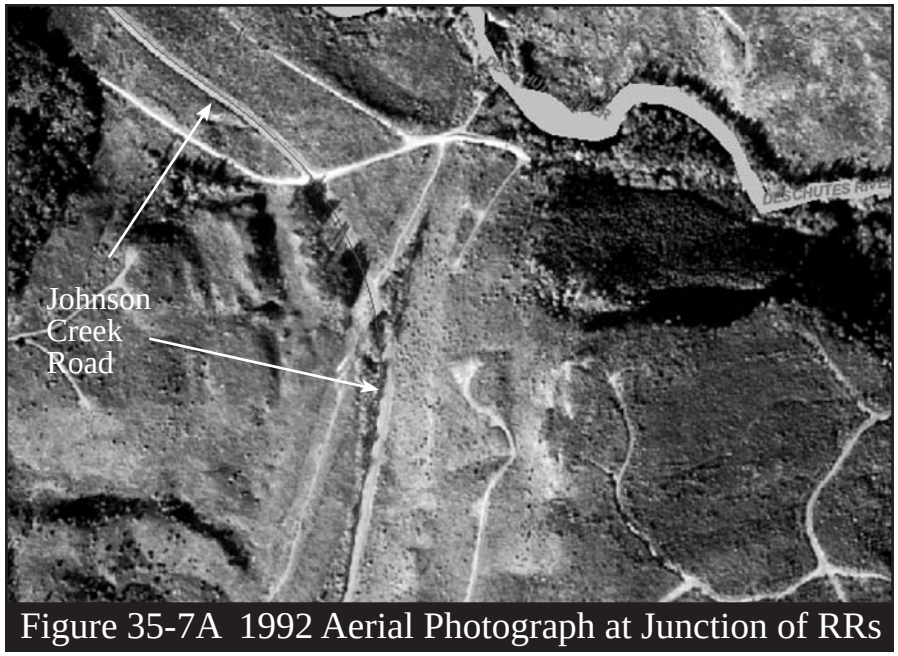


Figure 35-7A 1992 Aerial Photograph at Junction of RRs

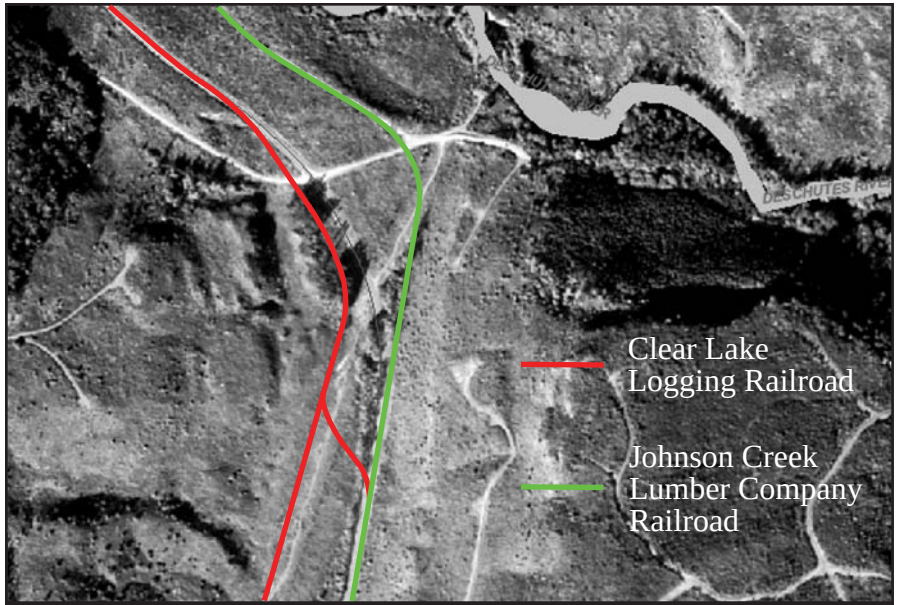


Figure 35-7B 1992 Aerial Photograph, Grades Added

A. P. Perry Lumber Company

The Mentzer Brothers Lumber Company became the sole owner of the Johnson Creek Lumber Company railroad on 23 November 1915. As a successor owner, the Mentzer Brothers came to possess the running rights over the Clear Lake Logging line that had previously belonged to the Johnson Creek Lumber Company. The brothers were also entitled to use the right-of-way joining the Prairie Line and the Clear Lake Logging Railroad. The end of that particular right-of-way, at the connection with the Prairie Line, can be seen in a 1928 view toward the southwest, which was captured in Figure 35-8. Joint Facilities Book # 3 was the source for this figure. There again, the grade built originally for the Johnson Creek Lumber Company's connection was labeled "2."

Although the original connecting track ("2") was removed in April of 1918, a 1919 agreement with the A. P. Perry Lumber Company resulted in reinstallation of those rails for the sole usage of the Clear Lake Logging Railroad. The Mentzer Brothers Lumber Company contracted to have a second track placed there in 1920. It was labeled as "3" in Figure 35-8. Thereafter, both tracks at this location were referred to as "Mentzer Spur." This is confirmed by Figure 35-9, which is a 1931 map contained in the Northern Pacific Railroad records archived by Jim Fredrickson. There is no evidence that the Mentzer Brothers operated a sawmill in this general area. They had previously owned a narrow gauge rail line and sawmill at Tenino, but lost control of those businesses in 1913. Whatever logging the brothers carried out in the region southeast of Clear Lake was done using the right-of-way left over from the Johnson Creek Lumber Company railroad. Mentzer Spur was finally removed in 1929.

Eventually, the A. P. Perry Lumber Company and its railroad were sold to the Green River Lumber Company. The latter business operated initially at Buckley, in Pierce County, where it was incorporated 11 July 1908. A. H. Brix became chairman of the corporation in 1917. The company moved its place of business to Baldi, in King County, in 1920. The mill at Baldi burned in 1922, and shortly thereafter the company bought the A. P. Perry Lumber Company. The following year, McIntosh became the primary place of business for the Green River Lumber Company. Formal transfer of title to the mill property, from A. P. Perry to the Green River Lumber Company, occurred 10 June 1926. As late as 1928, a major segment of the former Johnson Creek Lumber Company railroad right-of-way was being used by the Green River Lumber Company. This allowed timber to be harvested from Sections 28, 32, and 33 of Township 16 North, Range 1 East, and from Sections 4, 5 and 8 of Township 15 North, Range 1 East.

The 9 March 1928 issue of the *Thurston County Independent* hinted at an upcoming problem for the company. Although the sawmill was running three shifts, "The plans of the company are indefinite at present due to the fact that the timber holdings are being exhausted." The Green River Lumber Company was insolvent at the end of 1928. After a voluntary petition of bankruptcy was filed, the January, 1929 issue

Figure 35-8 1928 View Southwest at Mentzer Spur

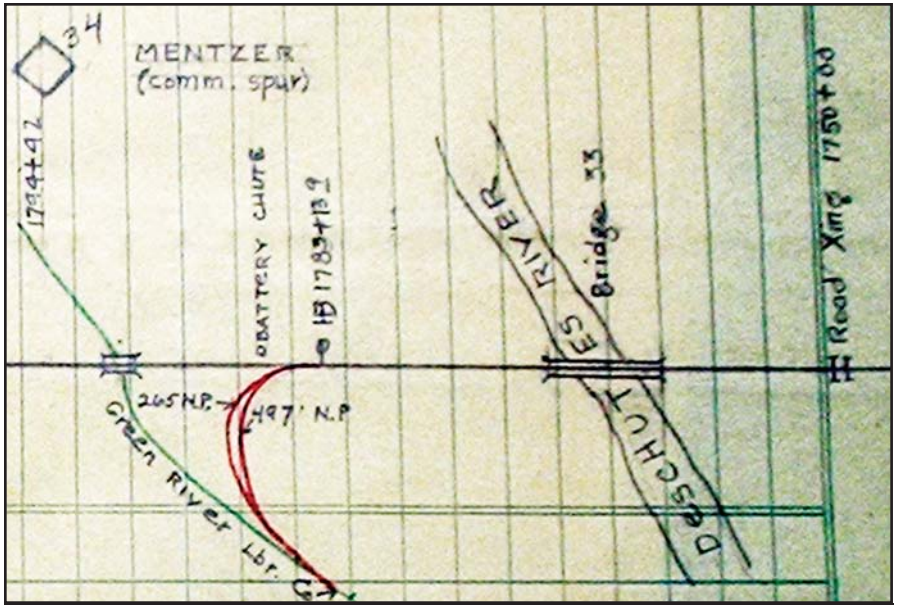


Figure 35-9 1931 NP RR Map Showing Mentzer Spur

Figure 35-10 2010 View NE from Yelm-Tenino Trail

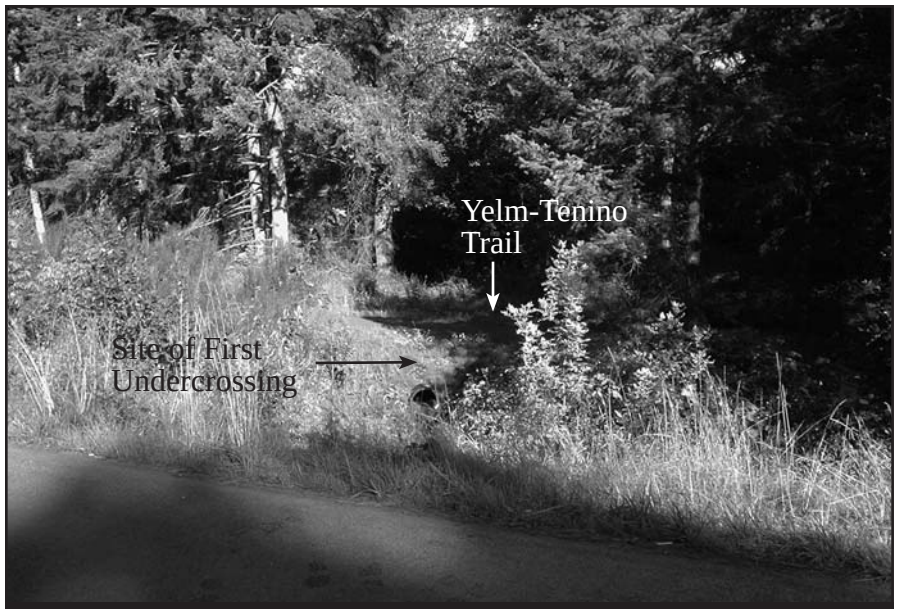


Figure 35-11 2010 View NW from Highway 507

of *The Timberman* reported that the company had pulled up more than 5.0 miles of rails. Machinery at the mill had also been sold to satisfy debt.

An overview of the company's rail operation, compiled from *The Timberman*, shows that the company was building 1.5 miles of new railroad in September of 1915. In 1917 it operated 4 miles of track and had one geared locomotive. The line had grown to 5.5 miles in 1919, and 7.5 miles in 1920. The right-of-way contracted to 6.5 miles in 1921 but expanded again to 8 miles in 1923.

The A. P. Perry Lumber Company owned a second-hand Shay locomotive, construction # 848, which remained at McIntosh after the company was sold. The new owner, the Green River Lumber Company, also bought another used engine on 4 August 1924. It was a Class 3 Shay, built 4 December 1901 for the James Strong Lumber Company of Bristol, Tennessee. Subsequently it went through a succession of owners. It belonged to the Goodyear Lumber Company of Keating Summit, Pennsylvania, and then the Fourche River Valley & Indian Territory Railway of Bigelow, Arkansas. It operated as # 7 while in Arkansas, and remained #7 on the Green River Lumber Company roster.

A tour of the railroad begins along Highway 507 at the former site of the mill. Figure 35-10 is a 2010 photograph made from the Yelm-Tenino trail, which occupies the abandoned Prairie Line of the Northern Pacific Railroad. The view is northeast, from a position slightly northeast of the place where McIntosh Station used to stand. Moving east along Highway 507, Figure 35-11 looks northwest from the highway, across the Yelm-Tenino trail. This is the place where the first crossing under the Prairie Line existed between 1912 and 1913. When this undercrossing was abandoned, and filled in, the railroad placed an iron pipe there to insure satisfactory drainage. That pipe has since been replaced with a plastic culvert. Immediately south of the old undercrossing, an old Perry railroad logging grade that headed toward the west has been covered by later construction of Highway 507. Farther west, 153rd Avenue also occupies another part of that same right-of-way.

Moving northeast, much of McIntosh Lane was built over the railroad mainline that led to the second undercrossing. The undercrossing, removed long ago, is no longer discernable. Its position was immediately north of the place where a gravel parking area is currently located, on the north side of Highway 507. Figure 35-12 is a 2011 photograph of that spot, in a view north. Mentzer Spur was located approximately 400 feet east of the second undercrossing. The southern part of Mentzer Spur constitutes the current driveway at 9347 Highway 507. Figure 35-13 is a 2010 picture facing south at that address.

Continue touring by driving south on Johnson Creek Road. The old grade can still be seen where it approaches the county road at 15033 Johnson Creek Road. In Figure 35-14, a 2001 view southwest at that address, the roadbed is visible

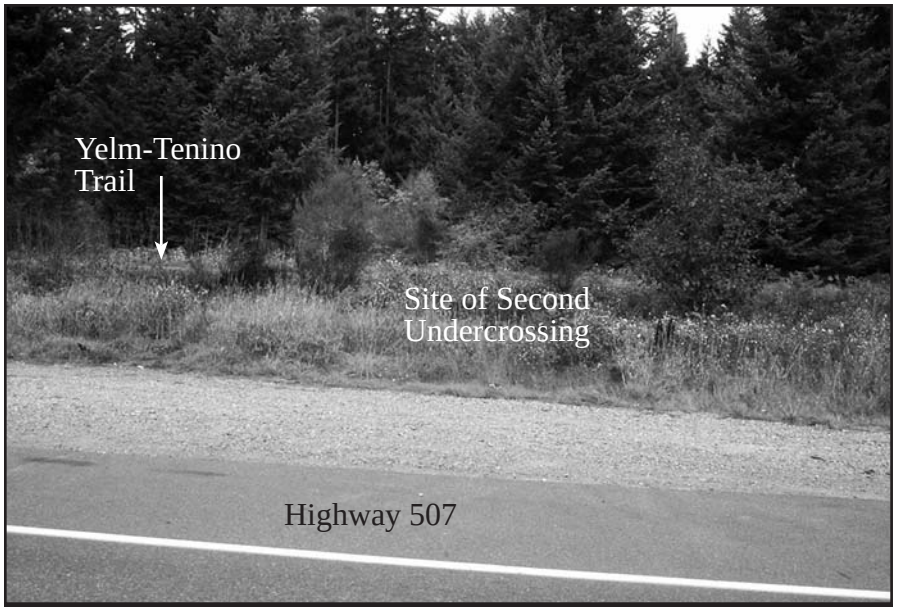


Figure 35-12 2010 View North from Highway 507

Figure 35-14 2001 View SW at 15033 Johnson Creek Rd.

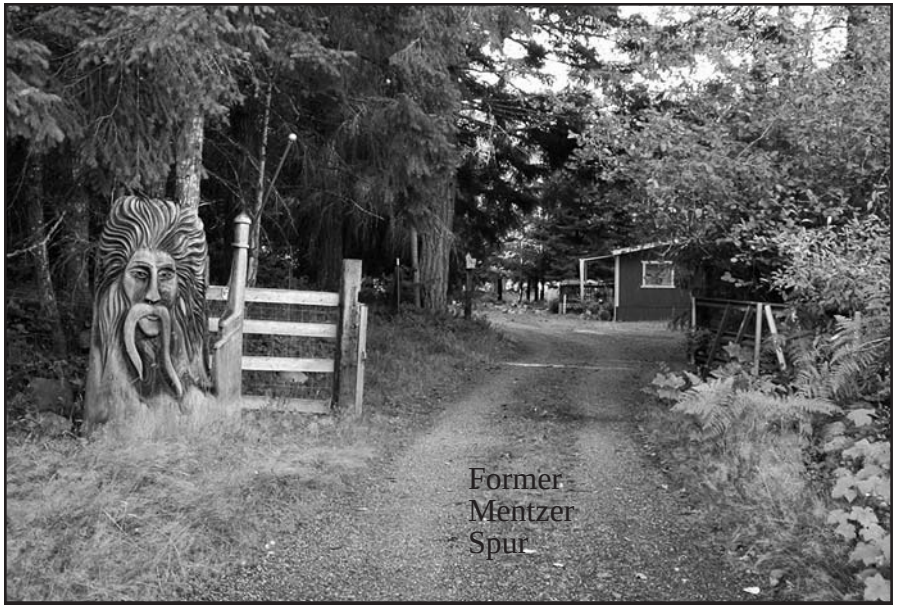


Figure 35-13 2010 View South at 9347 Highway 507

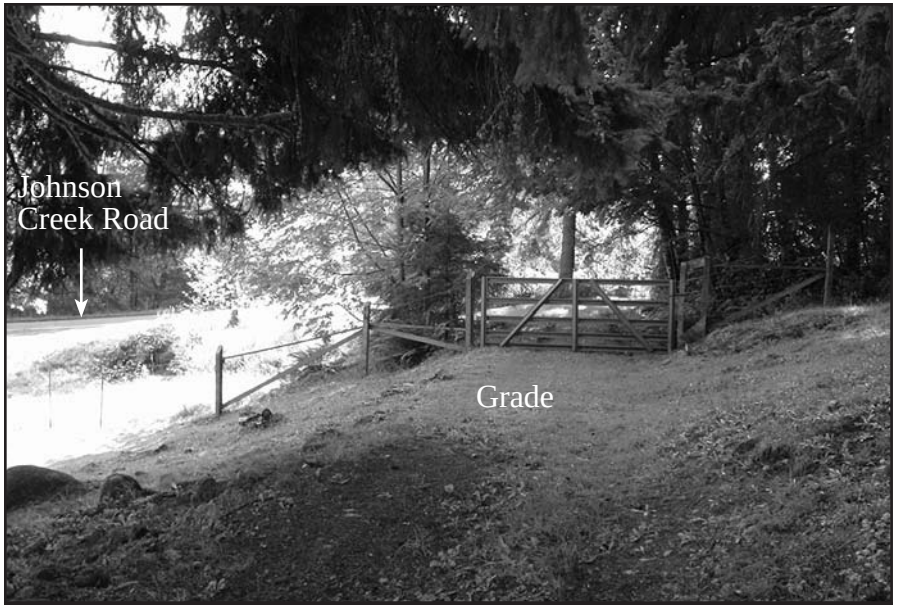


Figure 35-15 2010 View SE at 15033 Johnson Creek Rd.

immediately below the tree line. Figure 35-15 is a 2010 photograph made while standing on the same grade, facing southeast. Johnson Creek Road is visible on the left. Out of sight, up the hill on the right, approximately 30 feet to the south, another Perry railroad grade is no longer identifiable. It connected the first crossing under the Prairie Line with the Clear Lake Logging Railroad, at a point east of the location seen in Figures 35-14 and 35-15. The connection was at a point approximately 300 feet southeast of the gate visible in Figure 35-15, and is now overlaid by Johnson Creek Road. Figure 35-16 is a modern aerial photograph of this region, with various grades superimposed.

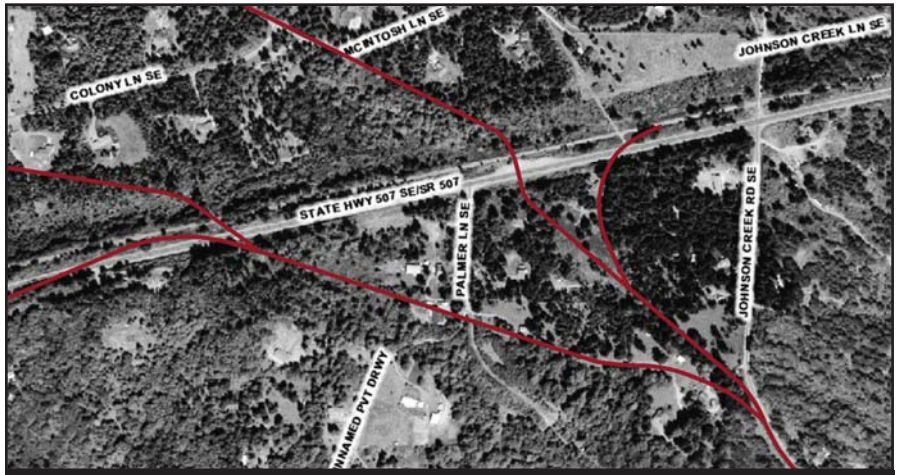
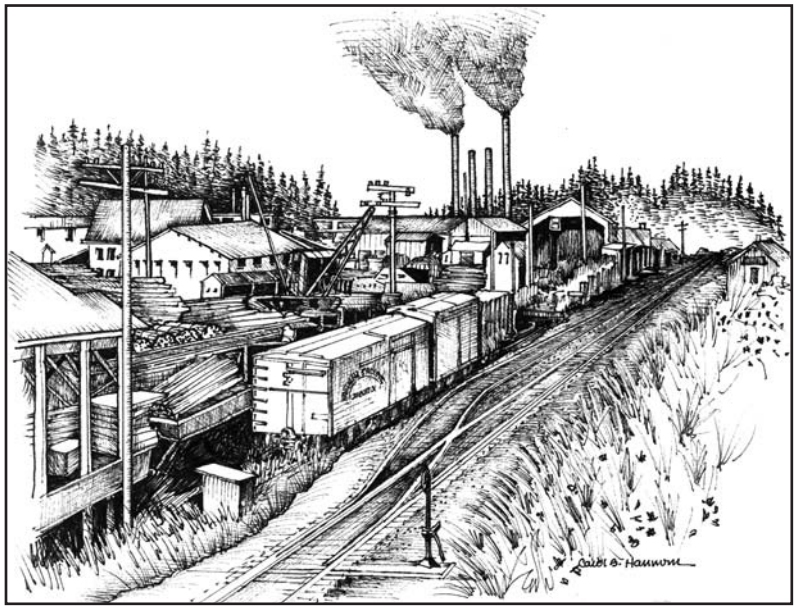


Figure 35-16 2008 Aerial Photograph at Highway 507

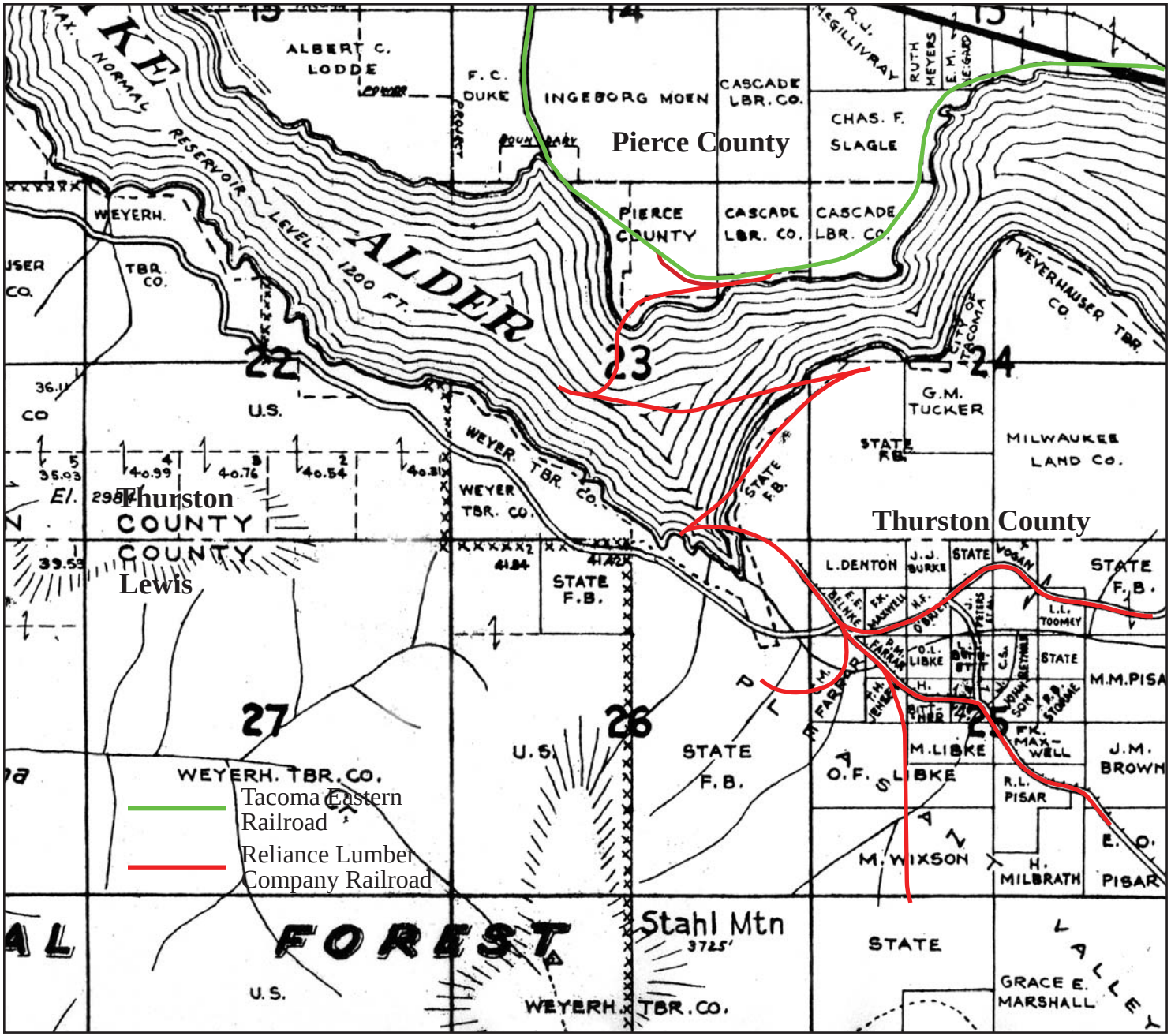
Farther south, Johnson Creek Road covers the old railroad in many places. One branch, leading eventually to the west, diverged from the mainline in the north half of the northeast quarter of Section 30, Township 16 North, Range 1 East. It is now the unnamed dirt road noted in Figure 35-17, a 2010 photograph made facing southwest near Johnson Creek Road. Continuing south along Johnson Creek Road, the railroad generally followed the path of the previously existing Johnson Creek Lumber Company line.

The history of the A. P. Perry Lumber Company is fairly typical of moderate sized lumber mills in early twentieth century Thurston County. Initial logging was done in areas where timber could be moved to the mill by water. At McIntosh, this phase lasted from 1896 until 1910. After nearby timberland was cut, a railroad extended the working life of the mill from 1910 through 1928. Since then, memories of the mill on Clear Lake have faded.

Figure 35-17 2010 View SW in Sec. 30, T 16 N, R 1 E


Green River Lumber Company Mill in 1928

A. P. Perry Lumber Company



Route Map of the Reliance Lumber Company Railroad

36
Reliance Lumber Company

Although the Reliance Lumber Company railroad was only a few miles long, its right-of-way ran continuously through three Washington counties. This was possible because of its location near the extreme eastern end of Pierce, Thurston, and Lewis Counties.

A complex business relationship existed between the Reliance Lumber Company and numerous other nearby logging and lumber companies. These included the Atlas Lumber & Shingle Company, the Far West Lumber Company, the Excelsior Lumber Company, the North Coast Timber Company, and the Reliance Lumber & Timber Company. By 1906, Charles E. Patten controlled the Atlas Lumber & Shingle Company of Seattle, which previously had purchased the Far West Lumber Company mill, in Tacoma. Patten and two associates incorporated the Reliance Lumber Company on 3 February 1906. The new company then purchased two sections of forest land from the Weyerhaeuser Timber Company and several tracts of timber from the Far West Lumber Company. The Reliance Lumber Company also bought the existing logging railroad of the latter company. The sequence of events was somewhat murky, because the deed for the land where the Far West railroad existed was not recorded until April of 1919, which was long after the Reliance Lumber Company had finished its logging there. Nonetheless, this small segment of track formed the basis of what subsequently (post-1906) became the Reliance Lumber Company railroad.

The 1907 Pierce County timber cruise of Section 23, Township 15 North, Range 4 East, is reproduced in Figure 36-1. The Pierce County extent of the Reliance Lumber Company (formerly the Far West Lumber Company) railroad is documented. By that time the logging line had barely entered Thurston County. A siding along the Tacoma Eastern Railroad, where the Reliance railroad connected, was called Duke's Spur. Fred Duke was an independent logger who worked in this area for several years. A village sprang up at Duke's Spur. In 1907, it consisted primarily of the Reliance Logging Company camp. Later, the company erected a sawmill there, and the settlement became known as "Reliance."

Charles E. Patten and his associates changed the name of their company to Reliance Timber & Logging Company on 29 March 1907. The same three men then incorporated The Reliance Lumber & Timber Company on 18 October 1909. No doubt there was some business advantage gained by performing these maneuvers, although now it is difficult to determine what that might have been.

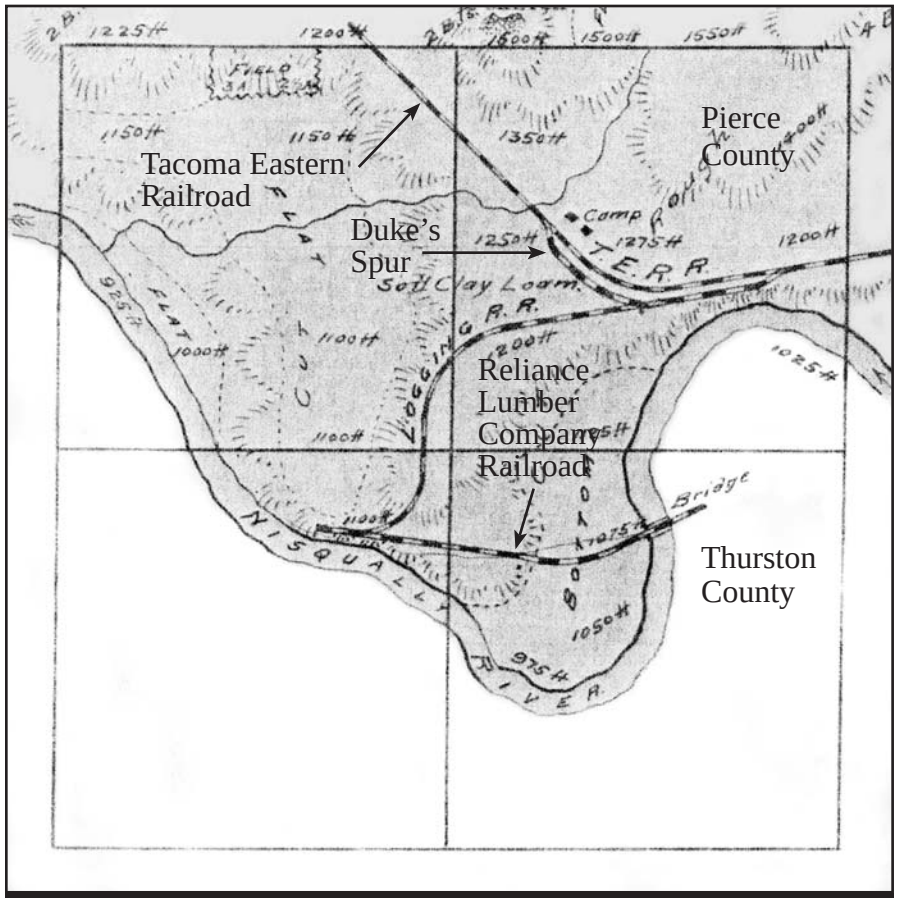


Figure 36-1 1907 Cruise of Section 23, T 15 N, R 4 E

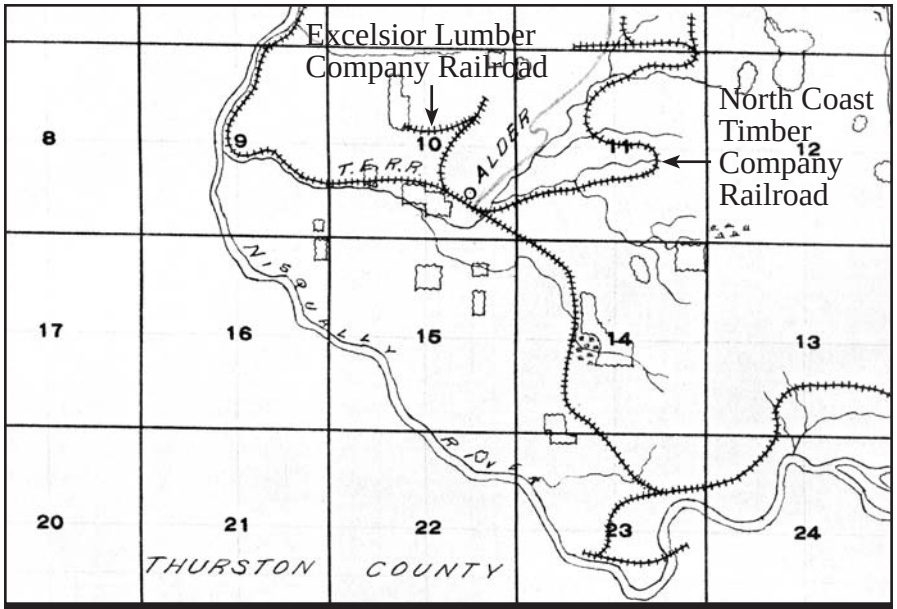


Figure 36-2 1907 Cruise of Township 16 N, Range 4 E

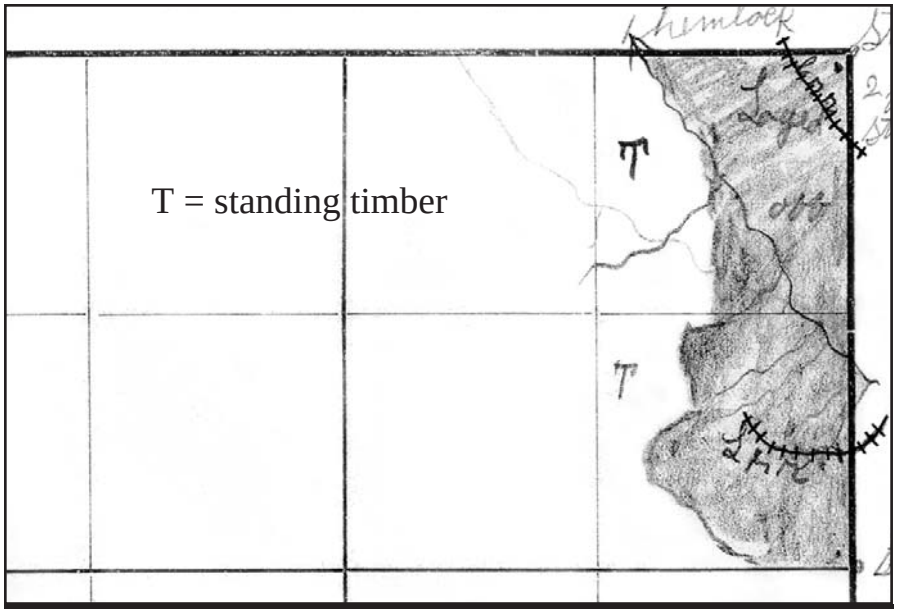


Figure 36-3 1909 Cruise of NE Sec. 26, T 15 N, R 4 E

The Excelsior Lumber Company and its mill at Alder were absorbed by The Reliance Lumber & Timber Company in November of 1909. Earlier in 1909, an additional change occurred with the consolidation of the Reliance Lumber Company (which supposedly had become Reliance Timber & Logging Company in 1907) and the North Coast Timber Company (see later quotation from the *Tacoma Daily Ledger*). The North Coast Timber Company operated a logging railroad that extended from Alder toward the northeast and lay entirely within Pierce County. Figure 36-2 is a wider view of some of the 1907 Pierce County timber cruise. It includes the North Coast Timber Company railroad, at Alder.

Lewis County conducted its own timber cruise in 1909. The cruise mapped the southern extent of the Reliance Lumber Company railroad. Figure 36-3 contains the northeast corner of Section 26, while Figure 36-4 shows the contiguous northwest corner of Section 25. Both sections are in Township 15 North, Range 4 East. The northwest quarter of the northwest quarter of Section 25 contained the company's logging camp.

Two published sources provide a degree of clarification of the relationships among these various businesses. The Western Railway and Logging Railroad Directory, published in 1910 by *The Timberman*, indicated that The Reliance Lumber & Timber Company operated at Alder and had 7.0 miles of railroad. It owned one

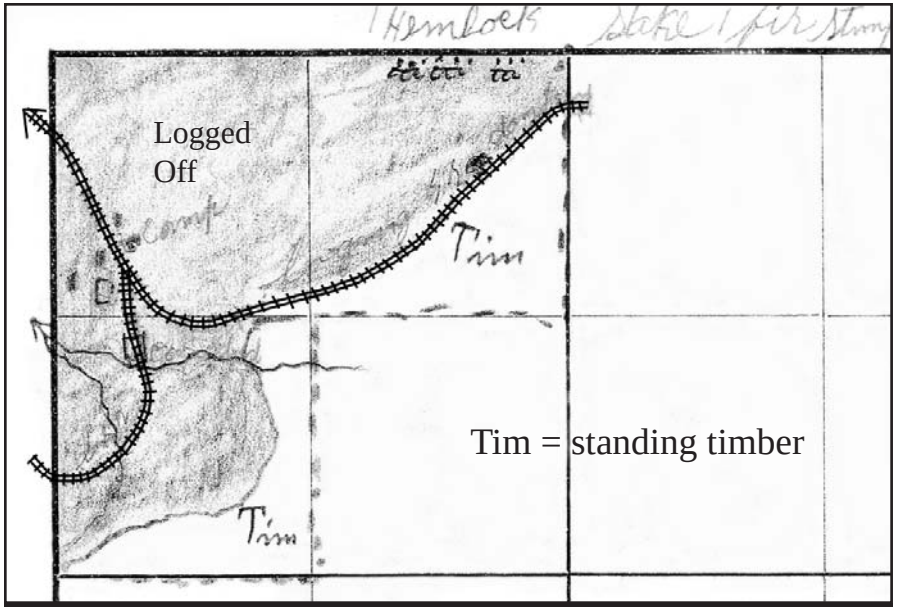


Figure 36-4 1909 Cruise of NW Sec. 25, T 15 N, R 4 E

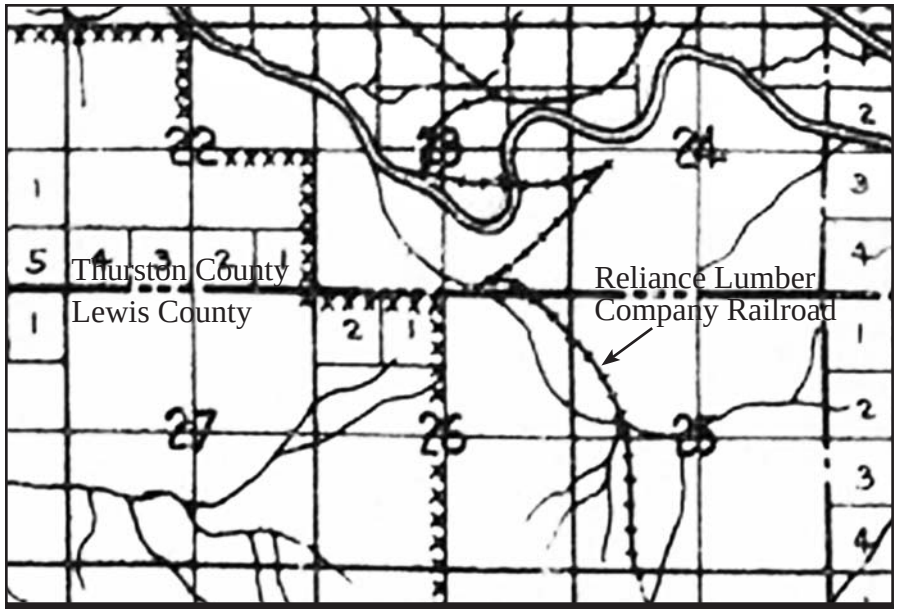


Figure 36-5 1924 Map of Township 15 N, Range 4 E

geared engine. The Reliance Lumber Company was likewise based at Alder and possessed 1.5 miles of railroad, upon which operated one rod locomotive. It seems likely that the 1.5 mile line was the one which originated at Duke's Spur. The 30 January 1910 issue of the *Tacoma Daily Ledger* noted that "The Reliance Lumber & Timber Company was an amalgamation [which occurred in the fall of 1909] of the Reliance Lumber Company . . . and the North Coast Timber Company."

Another deed, unrecorded until 1919, referred to a transaction that was signed 9 November 1910. The Weyerhaeuser Timber Company sold land in Pierce, Thurston and Lewis Counties to the Reliance Lumber Company. The property included part of Sections 23 and 26, and all of Section 25, in Township 15 North, Range 4 East.

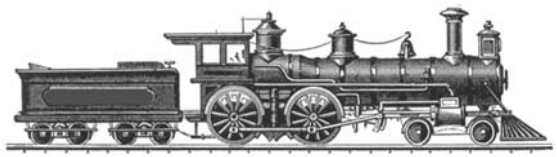
The November, 1912 edition of *The Pacific Lumber Trade Journal* noted the mileage of the Reliance Lumber Company in various Washington counties. In Pierce County there were 0.75 miles and in Thurston County, 1.5 miles. There was none reported in Lewis County that year.

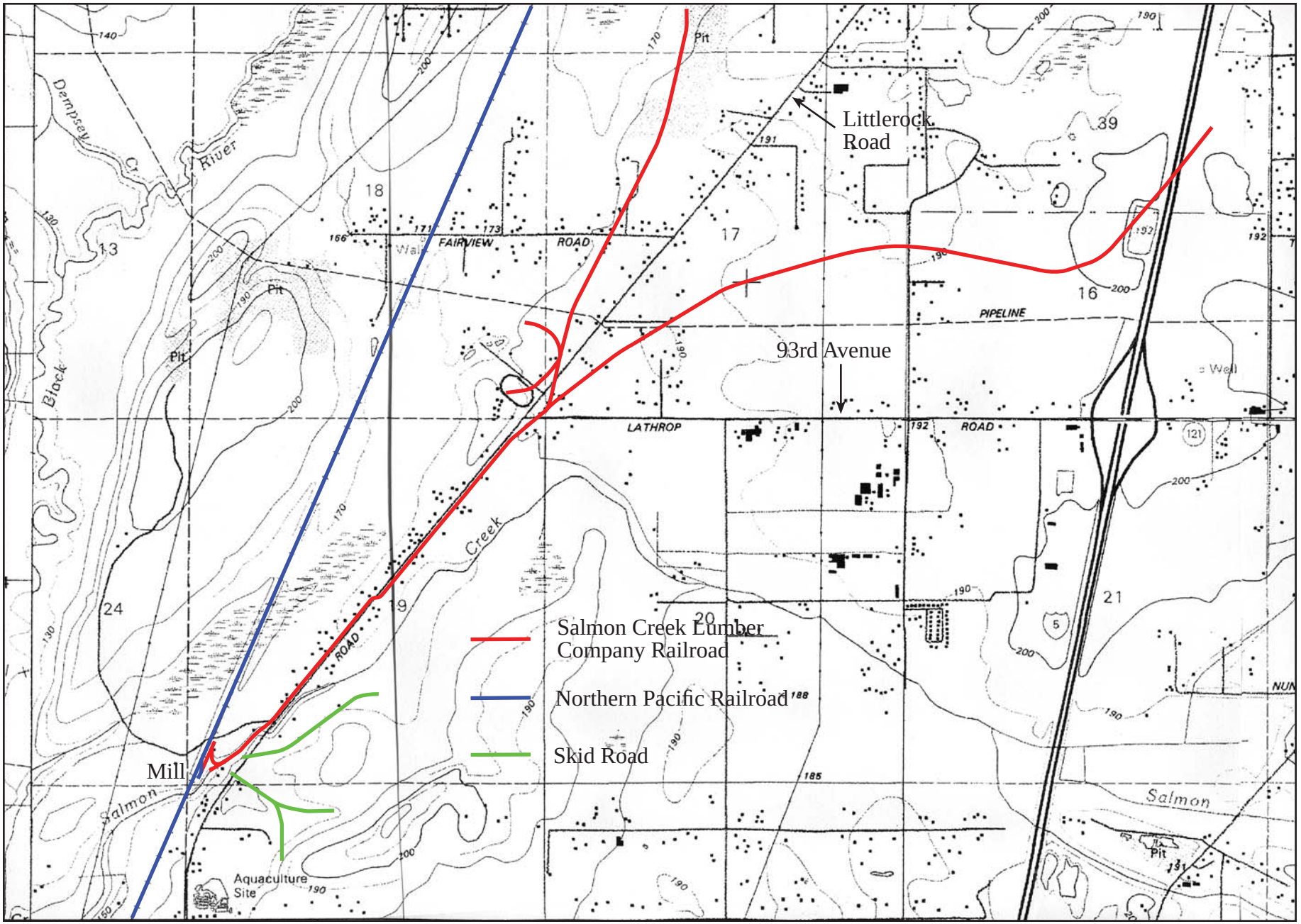
At some point in time, the Reliance Lumber Company constructed an additional sawmill on Duke's Spur, in the village of Reliance. The August, 1914 edition of *The Timberman* contained several articles detailing the destruction of this mill by fire on August 2. Evidently the editor of that magazine was mystified about the exact ownership of the burned structure; one of the narratives referred to this mill as belonging to the Atlas Lumber Company, with Charles Patten as that company's president.

The 5 July 1917 edition of the *Eatonville Dispatch* reported "The Reliance Lumber Company will abandon logging operations in Lewis County, three miles southeast of Alder, and move their equipment to another tract of timber in British Columbia. The company has been operating the present camp in Lewis County for the past ten years. Lack of timber is given as their reason for abandoning operations at this camp." Kramer Adams book, Logging Railroads of the West, noted that the lumber company's railroad stopped operating in 1918. Figure 36-5 is part of a 1924 map that may represent the configuration of the line at the time it was removed.

The company continued to exist, under a variety of names, until December, 1959. It was reincorporated on 26 February 1926 as Reliance Lumber & Timber Company, by dropping "The" from its name. On the same day, the freshly reincorporated company changed its name to Sterling Lumber Company. The latter company was dissolved in May, 1927, with a notation that " . . . all claims against the corporation [Sterling Lumber Company] are discharged." The Reliance Lumber Company name was resurrected in December of 1937 when application was made for a fresh incorporation under that title. Accompanying papers noted that this business was "Formerly Reliance Lumber & Timber Company."

When Alder Dam was built on the Nisqually River, creating Alder Lake, much of the old Reliance Lumber Company right-of-way was submerged. As a result, this is one of the most obscure abandoned railroads that existed in Thurston County.





Route Map of the Salmon Creek Lumber Company Railroad

37

Salmon Creek Lumber Company

What would shortly become the Salmon Creek Lumber Company began to take shape in 1906 when Eugene E. Overton and affiliated investors bought timberland in the southwest corner of Township 17 North, Range 2 West. Their purchases included 400 acres in Sections 19 and 20, and the northern fourth of Section 30. In November of that year, after a mill site was selected, the Northern Pacific Railroad agreed to provide a spur for the facility. The location of that spur was designated "Overton Station," but there was no passenger depot there. Immediately east of the mill (west of modern-day Littlerock Road) Salmon Creek was dammed in order to create a log storage pond.

Overton came to Washington in 1889. Initially, he took a job as timekeeper and bookkeeper for the Stimson Mill Company of Ballard, Washington. His brother-in-law, C. D. Stimson, owned that company. After a few years, Overton founded his own shingle business, which he sold in 1904. His next venture was the Thurston County lumber mill described in the paragraph above. Overton incorporated that business as the Salmon Creek Lumber Company on 10 August 1907. Its post office address was at Littlerock. Incorporation papers indicate that the venture was a successor to the former J. A. Ray Lumber Company of Littlerock which, itself, had been formed in November, 1906.

There is no record of any logging by rail during the first few years that the Salmon Creek sawmill operated. It seems likely that, at first, skid roads were used to harvest timber in locations east of the mill. Subsequently, in May of 1910, the Salmon Creek Lumber Company bought a large parcel of timber from A. E. and H. W. White, known as the White Brothers. This timberland was far enough north of the mill that a railroad was needed to transport the felled logs. The resulting right-of-way made two crossings over what would later become Littlerock Road. Figure 37-1 is a map that was included in the application for the crossings. It was dated 10 April 1911 and filed with the Washington Utilities and Transportation Commission. At that time, the county road was called Black River Road.

Peter J. Replinger as well as David and Peter Overton (descendants of the company's founder) contributed several Kinsey photographs of the Salmon Creek Lumber Company. Figure 37-2 was made after the company's logging railroad was built in 1911. The picture was taken looking west, along a walkway over the log pond. All the mill workers in the foreground were Japanese immigrants; two of them appear to be holding babies. The railroad is visible on the distant bank of the pond. Figure 37-3 is a blow-up of the left side of the previous figure. The company's Davenport

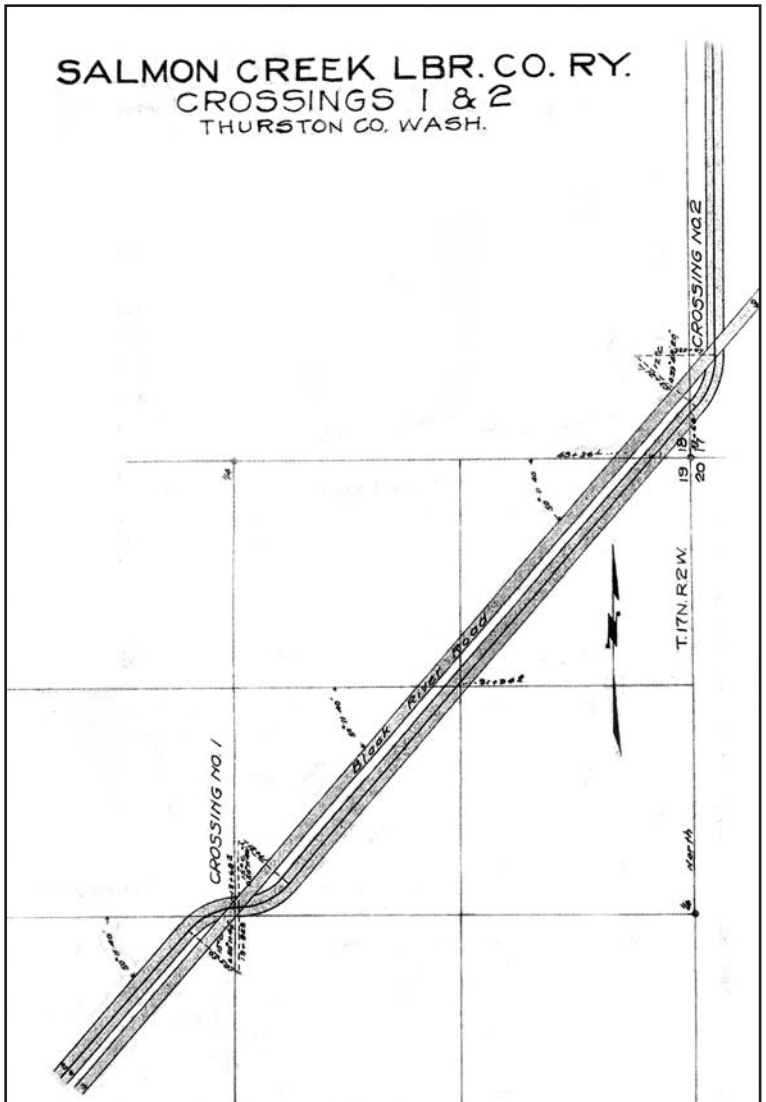


Figure 37-1 1911 Littlerock Road Crossings

Figure 37-2 Circa 1911-1915 View West across Log Pond toward Salmon Creek Lumber Company Mill

Salmon Creek Lumber Company

locomotive and a barrel-laden flat car can be identified in front of the main mill building. A log roll is located just below the flat car. Although difficult to appreciate at this magnification, the locomotive was standing on the first part of a curved track which passed between the two sheds visible on the right side of the figure. Those rails led to an additional right-of-way behind the stacked lumber, which connected to the Northern Pacific spur. Those relationships are shown in Figure 37-4, which superimposes long-vanished structures on a 2003 aerial photograph. Figure 37-5 presents this information on a topographical map.

Figure 37-6 is a photograph that was made facing in the direction opposite that used for Figure 37-3. The view is toward the east, over the log pond. The Davenport locomotive is visible the foreground. Figure 37-7 captured a scene in the woods when a log car was being loaded for transport to the mill. Sawmill workers posed in Figure 37-8, as did the woods crew, trainmen, and waitresses in Figure 37-9.

None of the mill and very little of its associated railroad can be identified in modern times. West of Salmon Creek, the properties at 10139 and 10235 Littlerock Road occupy the old mill site. This land has had other industrial uses since the lumber company departed. Somewhat north, the old grade can still be seen, immediately west of the highway at 10025 Littlerock Road. There is no sign of the right-of-way where it crossed to the east side of the highway, at 9840 Littlerock Road. After

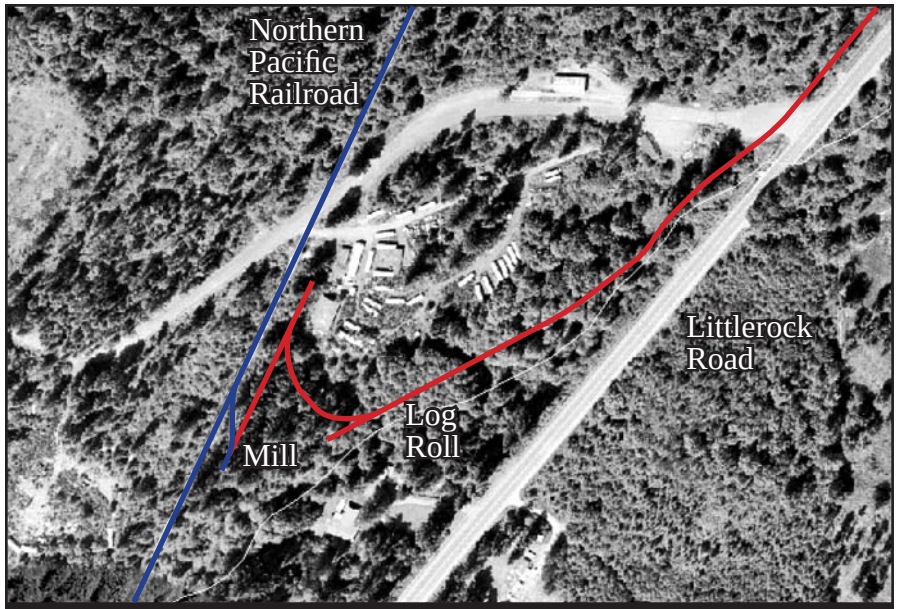


Figure 37-4 2003 Aerial Photograph of Mill Site

Figure 37-3 Enlargement of Figure 37-2

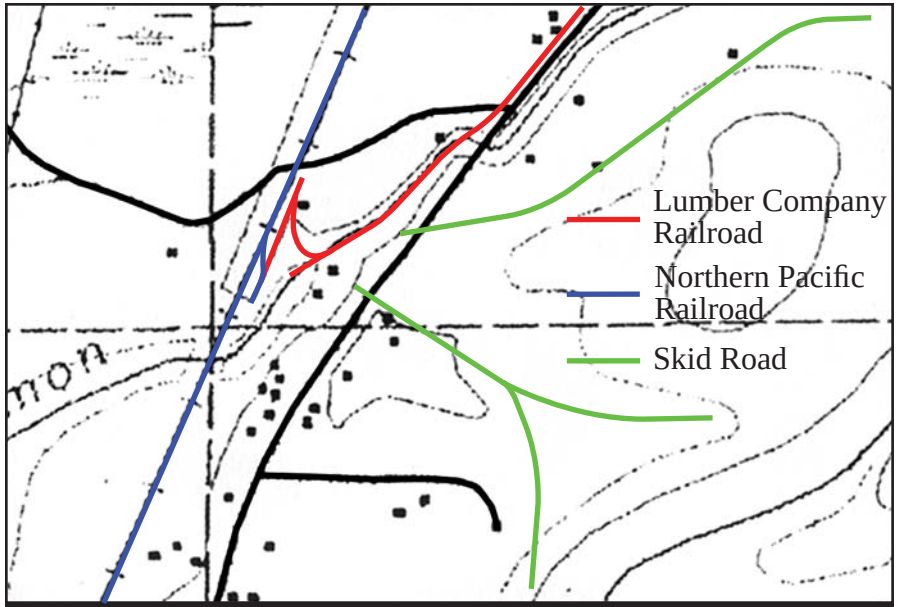


Figure 37-5 Diagram of Track Plan at Mill

Figure 37-6 View East toward Log Pond

Figure 37-8 Mill Workers

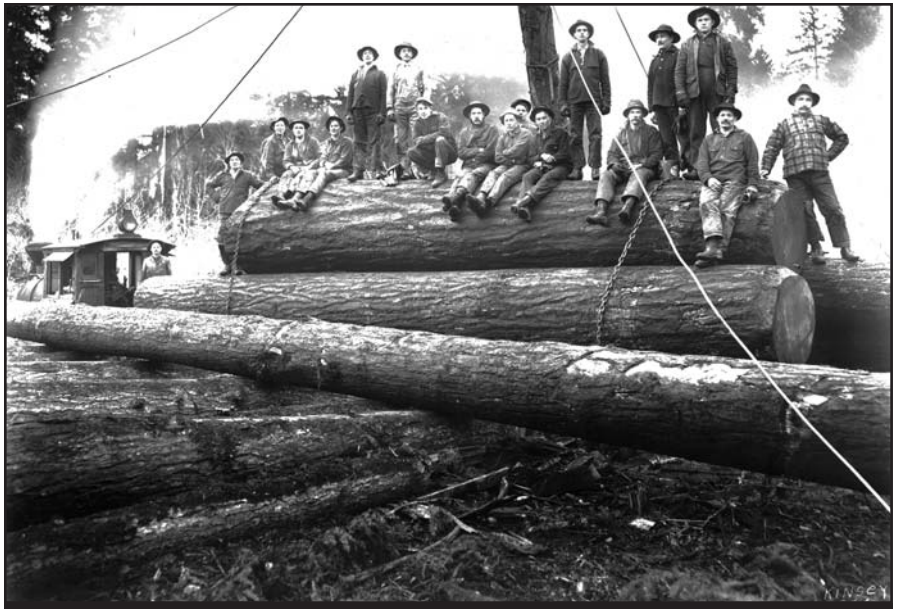


Figure 37-7 Loading Logs in the Woods

Figure 37-9 Woods Crew, Trainmen, and Waitresses

Salmon Creek Lumber Company

Figure 37-10 2000 View South at 4011 88th Avenue

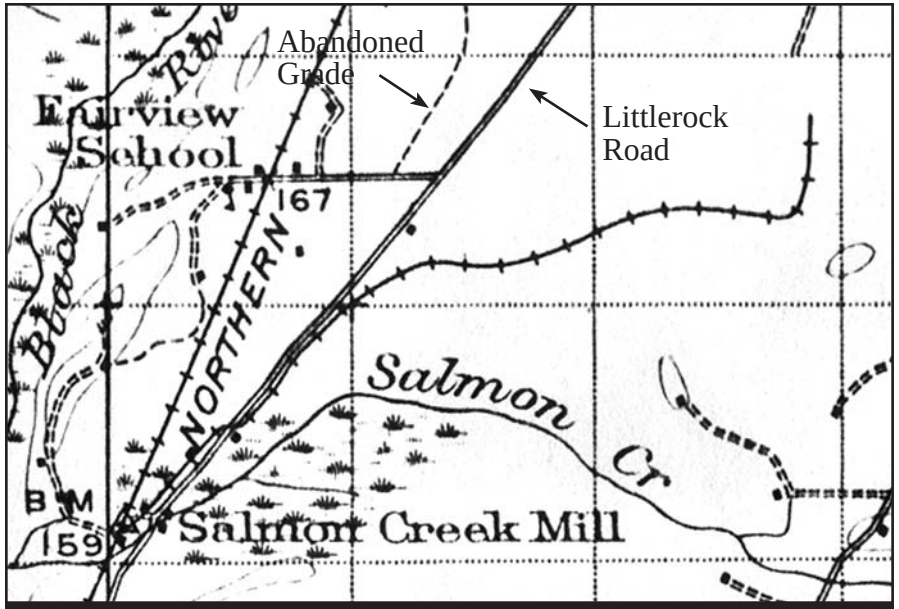
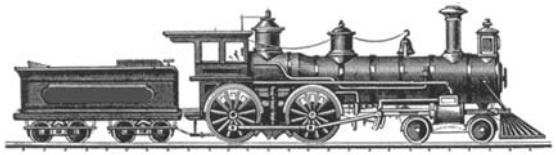
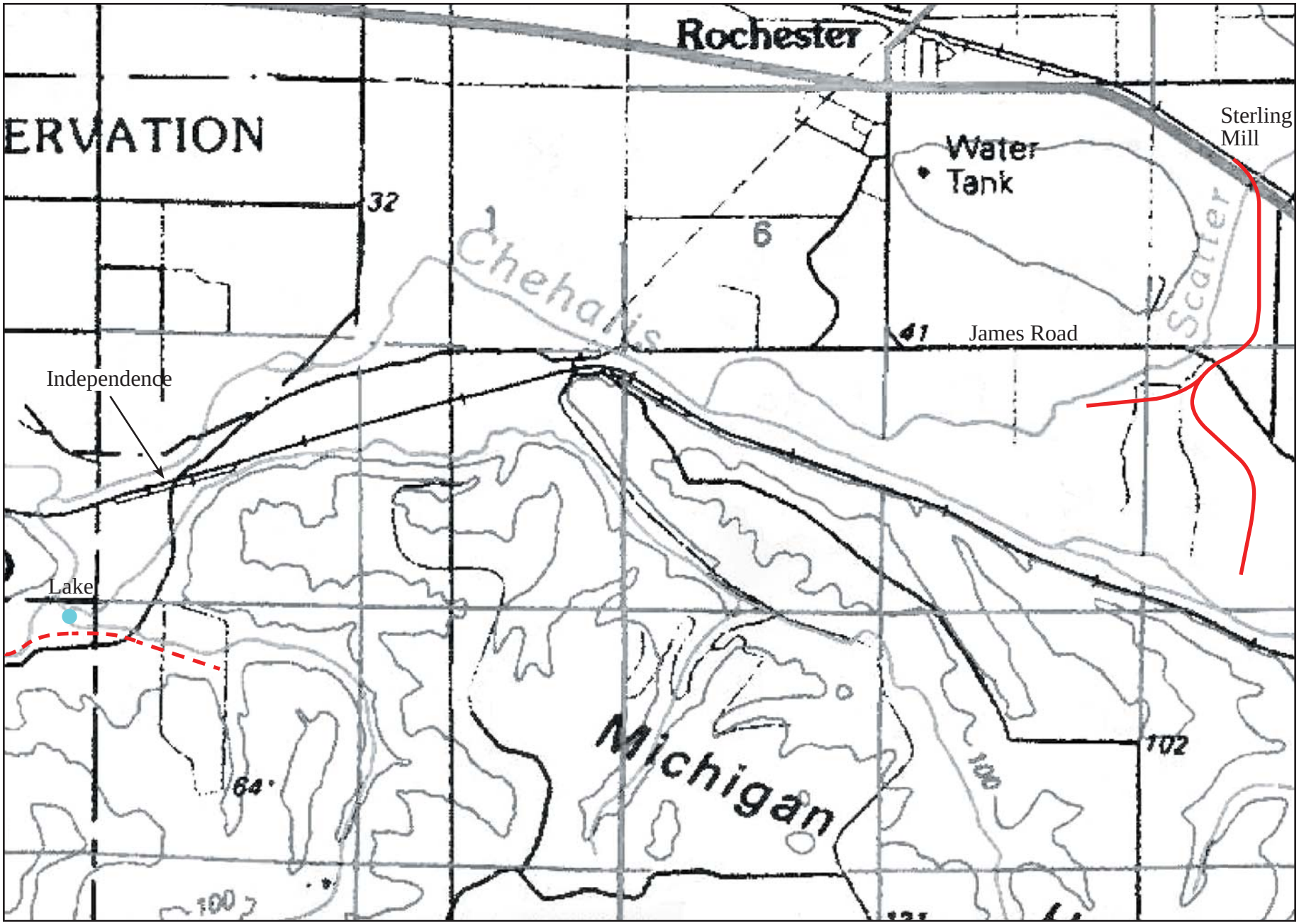


Figure 37-11 1916 U. S. Geological Survey Map

passing north of 93rd Avenue, the line split into two branches. The westerly branch crossed Littlerock Road again and continued north over 88th Avenue. Figure 37-10 is a photograph made in the year 2000 and looks south at 4011 88th Avenue. The grade can be seen beneath several mole mounds. The other branch headed generally toward the east. It crossed the previously surveyed and graded right-of-way of the Portland & Puget Sound Railroad (occupied in 2011 by Interstate 5) before turning north to terminate in the northeast quarter of Section 16, Township 17 North, Range 2 West.

Accessible timber controlled by the Salmon Creek Lumber Company was exhausted by 1915. The Northern Pacific removed its spur to the mill in 1916, as documented by the Completion Record for AFE 3019-16, dated 7 December 1916. A Thurston County portion of the 1916 U. S. Geological Survey Map of the Chehalis Quadrangle is reproduced in Figure 37-11. It demonstrates the final configuration of the Salmon Creek Lumber Company railroad. Throughout 1916, Eugene E. Overton directed his efforts toward building a new logging railroad and mill at McMillan, near Orting, Washington. Those properties were sold in 1920. By 1923, Overton was in the midst of constructing yet another logging railroad on property at the head of North Bay, on Case Inlet in Mason County. His descendants continue to own and manage this last tract of timberland. The Salmon Creek Lumber Company was a relatively small operation. Fortunately, its memory lives on with a remarkably fine photographic record.





Route Map of the Sterling Mill Company Railroad and Associated Lines

38

Sterling Mill Company

In the early years of the twentieth century, the Sterling Mill Company and its predecessor, the Bloomingdale Lumber and Logging Company, utilized small segments of railroad at no less than three different places in south Thurston County. Edgar H. Bloomingdale, born in Ohio in 1857, was the majority owner of these businesses. His home was in Greenwood County, Kansas, when the 1880 Federal Census was recorded, and one of his children was born there in 1887. He resided in Washington in 1891, and in 1903 he lived south of Chehalis, in Lewis County, Washington.

One of these rail segments, owned by the Bloomingdale Lumber and Logging Company, was built approximately 0.5 mile south of the village of Independence. This line is known to have operated over the north half of the northwest quarter of Section 14, Township 15 North, Range 4 West (see below). The map at the beginning of this chapter shows this track with a dashed line. This is meant to indicate that no map of its precise location could be found. Bloomingdale probably had his mill on the south side of a small lake, in the northeast quarter of the northeast quarter of Section 15. This right-of-way is known primarily by a document recorded on 17 June 1908 in Thurston County Miscellaneous Book 9, page 434. Therein, Bloomingdale's company sold 68 tons of 40 pound railroad "T" rails, 348 pairs of angle bars, and 26 kegs of railroad spikes to the Red Cedar Shingle Company. The transaction included a logging railroad on a leased right-of-way (precise location not described) over the north half of the northwest quarter of Section 14. Unspecified extensions, farther into Thurston County, and into Lewis County, were part of the sale. No mention was made of a locomotive, suggesting that this railroad may have been powered by animals. The Wilson Brothers Logging Company became the owner of at least some of this right-of-way in 1909. This was about the time that the Union Pacific Railroad was constructing its nearby Centralia-Aberdeen branch. Please see Chapter 21 (Independence Logging Company) for additional history concerning this segment and the Red Cedar Shingle Company.

The seed for a second railroad was planted on 31 January 1906 when Bloomingdale bought land in Section 8, Township 15 North, Range 3 West. The transaction was recorded in Thurston County Deed Book 61, page 623. That property was southeast of Rochester and north of the Chehalis River. Kramer Adams' Logging Railroads of the West reports that the Sterling Mill Company operated a railroad at Rochester in 1909. It was two miles in length and used a rod-driven engine. It consisted of the same rails and locomotive that Harry A. Hawkins had operated at Napavine between 1907 and 1909. Hawkins built the first sawmill at Napavine, and it also was moved to Thurston County. It became the Sterling Mill, located southeast of Rochester, on Scatter Creek. Tracks from this mill were used to access timberland to the south. This Thurston County right-of-way can still be discerned in the 1936 aerial photograph presented in Figure 38-1. In addition, the 1944 Army Corp of Engineers aerial photograph seen in Figure 38-2 shows the place where the grade crossed the abandoned Oregon & Washington Territory Railroad, before approaching James Road.

Figure 38-3 is a 2010 photograph looking south along the grade. It was made from the driveway serving the business at 18845 Denmark Street. Farther north, the line crossed Scatter Creek and connected with the Northern Pacific Railroad at Scatter Creek Station. The station was located immediately west of the creek. Figure 38-4, a view toward the northeast, is courtesy of Ted Curphey. It was taken from the west side of Scatter Creek, south of Highway 12. It is evident that the logging railroad crossed Scatter Creek at approximately the same place where the modern highway bridge is found.

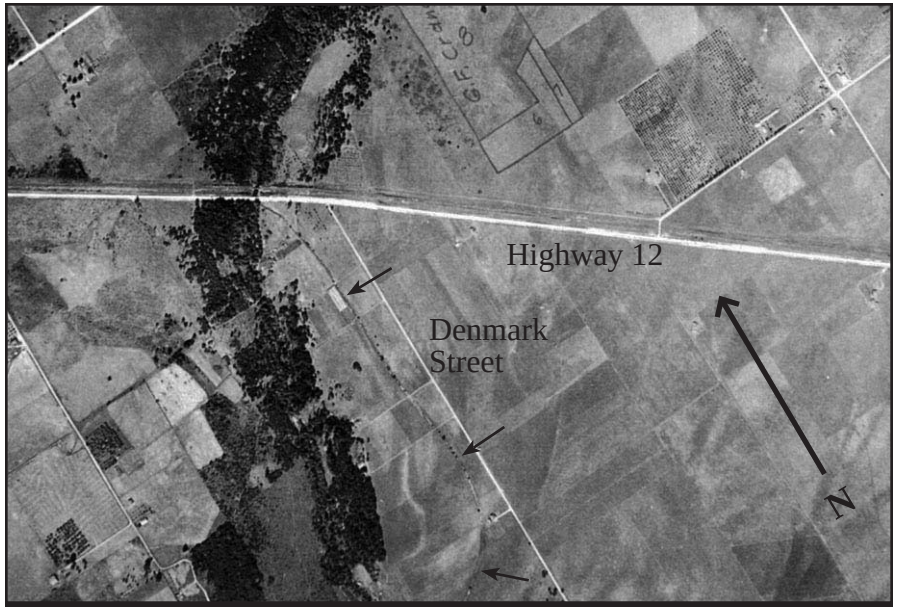


Figure 38-1 1936 Aerial, Small Arrows Indicate Grade

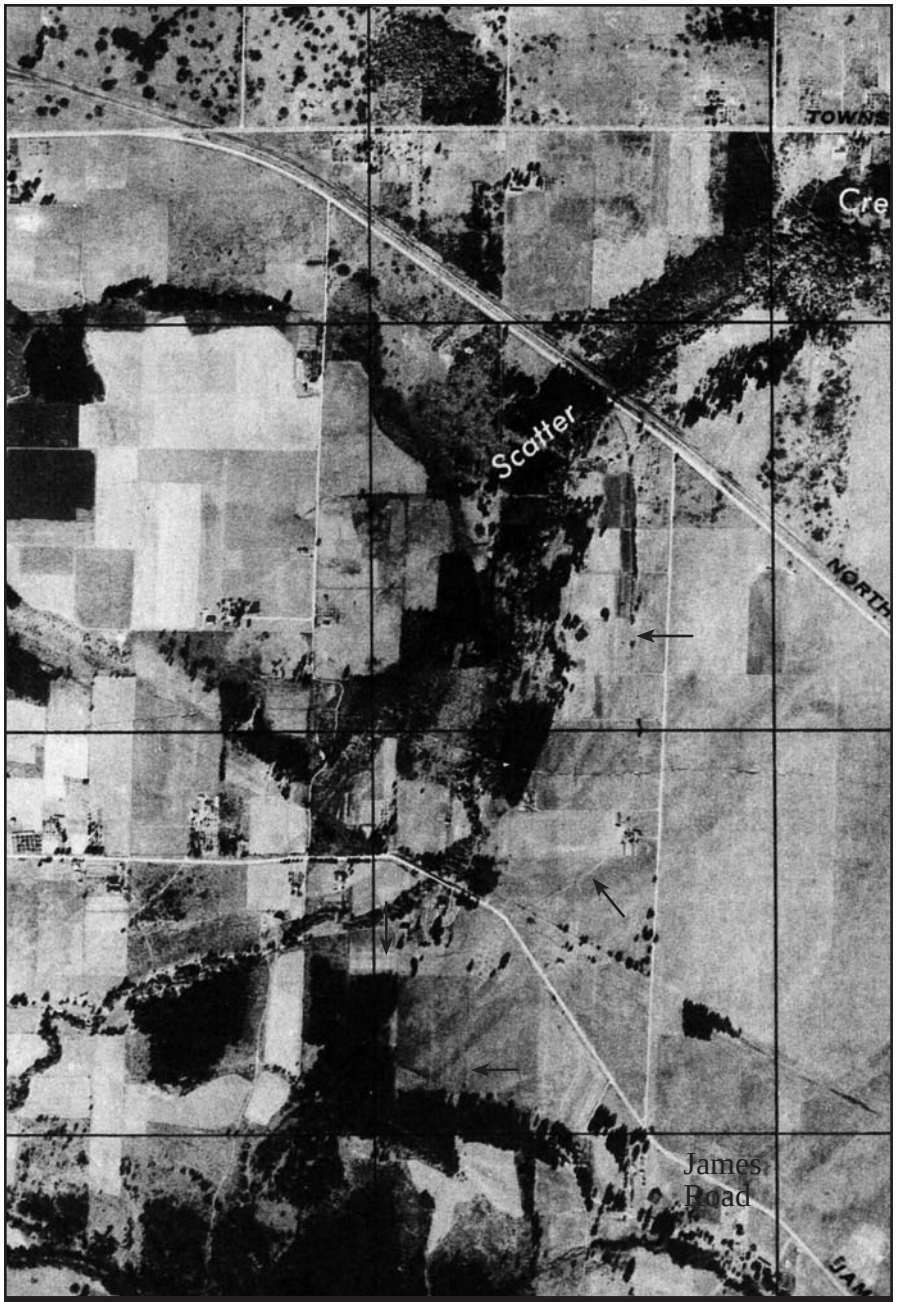


Figure 38-2 1944 Aerial Photo, Arrows Show Grade

Figure 38-3 2010 View South at 18845 Denmark Street

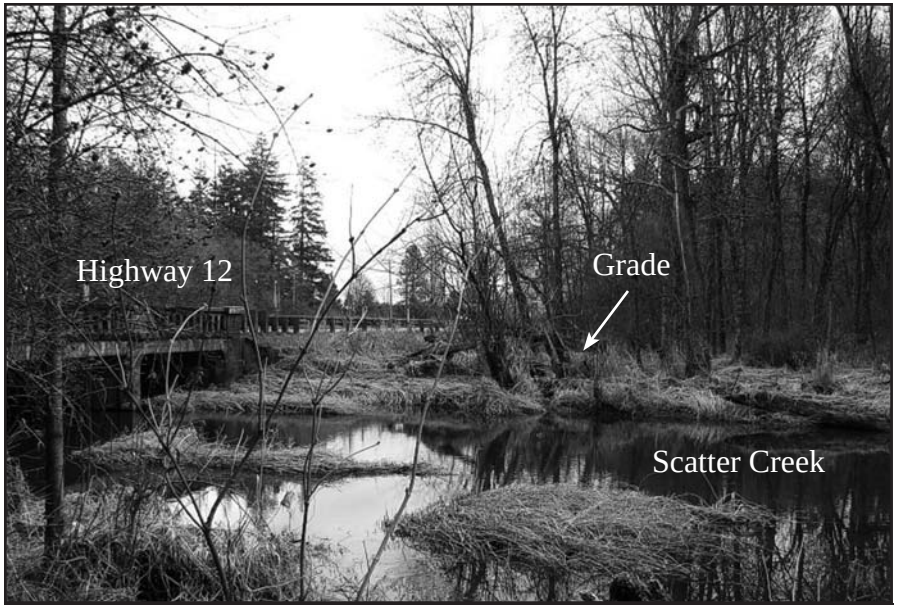


Figure 38-4 2010 View Northeast toward Highway 12

Sterling Mill Company

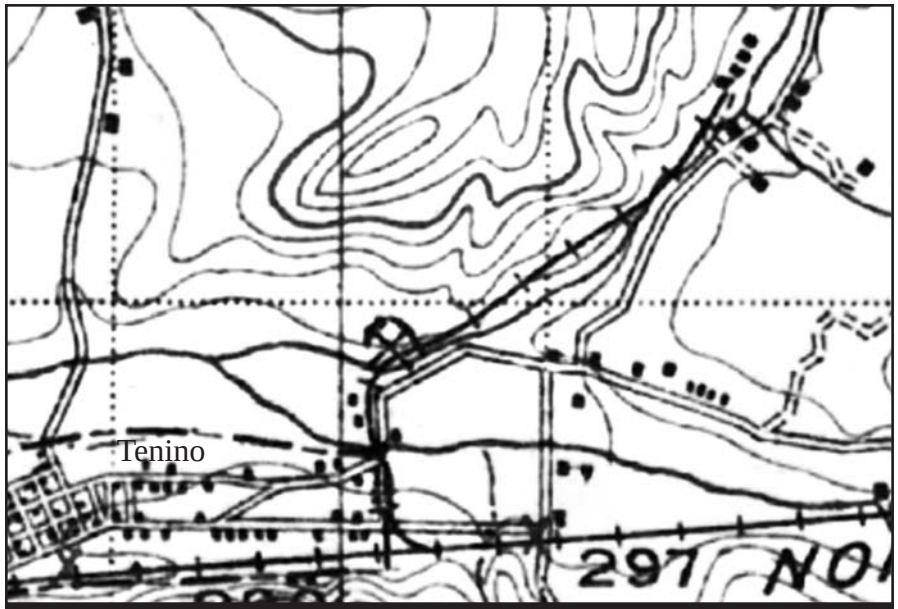


Figure 38-5 1916 U. S. Geological Survey Map

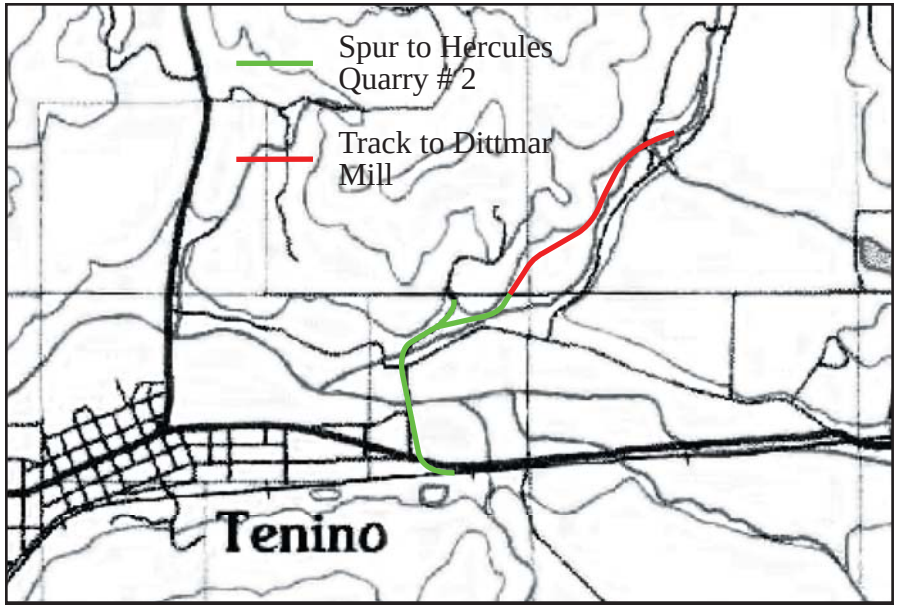


Figure 38-6 Spur to Hercules Sandstone Co. Quarry # 2

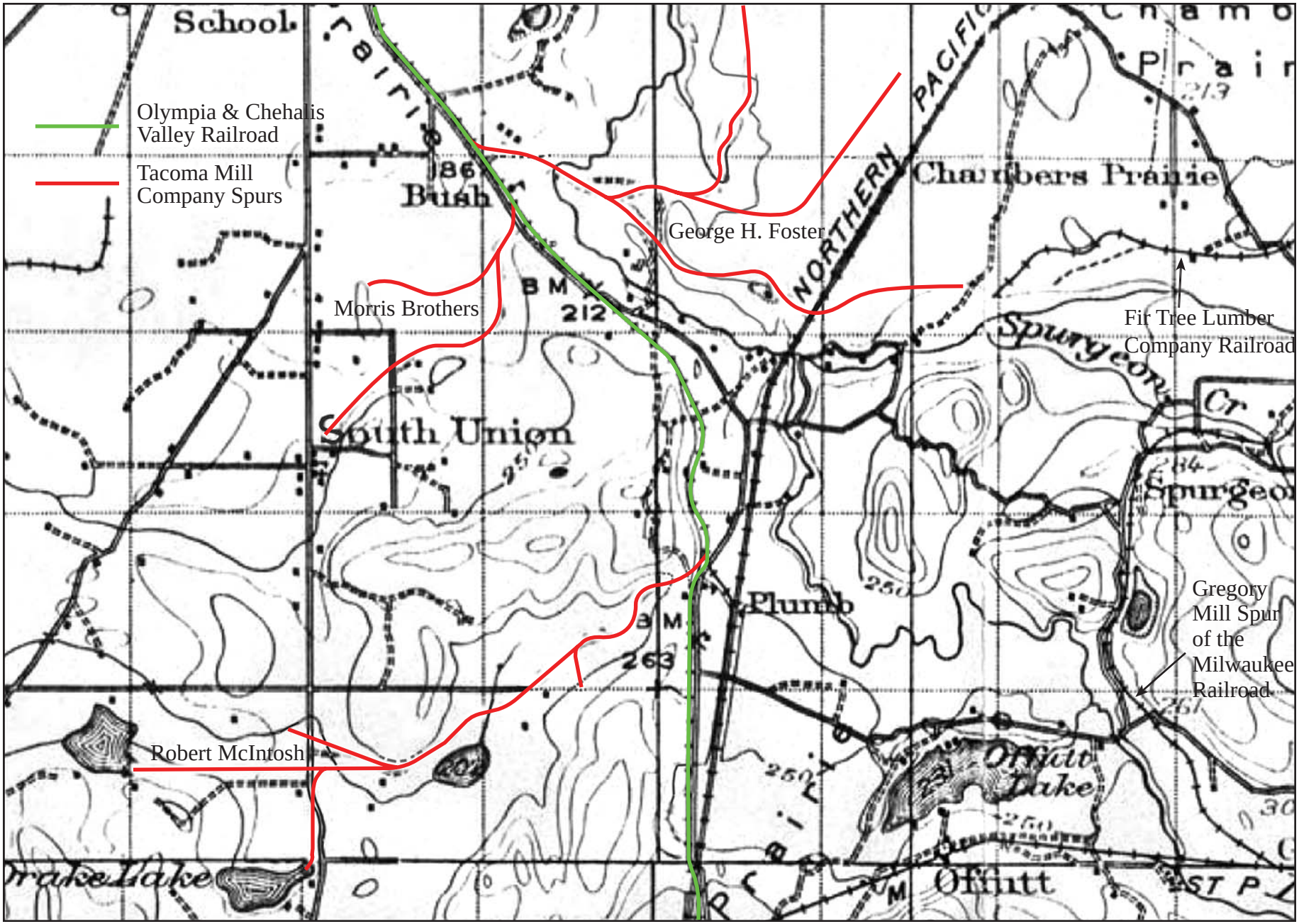
Bloomingdale had his last railroad in the northeast end of Tenino. Originally, it was a tram road that began at the north end of the Northern Pacific Railroad spur to Hercules Quarry # 2. On 13 August 1910, Orsal H. Hartson sold Bloomingdale timber rights to portions of Sections 8, 16, and 17 of Township 16 North, Range 1 West. The sale was recorded in Thurston County Deed Book 77, page 554. This property was owned previously by the Olympia Logging Company. Thurston County Miscellaneous Book 12, page 536, offers a glimpse of the Sterling Mill Company as it existed on 25 September 1911. The document specified that the Sterling Mill Company consisted of Edgar H. Bloomingdale and his son, Leslie C. Bloomingdale. Therein, the Bloomingdales sold 100,000 board feet of timber to Campbell & Campbell of Tenino, and were paid $900. Some logs were to be found in the yard of the mill, and others on a platform at the south end of the mill; two piles were located “east of the rollway.”

The Bloomingdales may have been in financial difficulty the following year when they entered into an agreement with Fred Schomber, assignee for the benefit of the elder Bloomingdale’s creditors. On 23 June 1912 William H. Dittmar paid the creditors $18,000 for the assets of the Sterling Mill Company. The transaction was recorded in Thurston County Deed Book 82, page 406. In return, Dittmar received the mill structure, machinery, two donkeys, a house, the tramway, as well as the timber contract granted by Hartson in 1910. Subsequently, Dittmar constructed a true logging railroad. It extended northeast from its origin at the end of the spur to Quarry # 2. Figure 20-7, on page 191 shows the quarry spur and the beginning of Dittmar’s railroad. These rails also appeared in the 1916 U. S. Geological Survey Map of the Chehalis Quadrangle, part of which is reproduced in Figure 38-5. The known extent of the Dittmar Spur is presented in Figure 38-6.

Prior to arriving in Tenino, Dittmar was a partner in the Lewis County operation of the Dittmar & Springsteen Lumber Company, which owned one mile of railroad at Napavine. A 1915 letter from the Hercules Sandstone Company to the Northern Pacific Railroad mentioned that the Dittmar Lumber Company had “long ago” violated its contract with Hercules in regard to the lumber company’s spur. That spur may have been used later by Campbell & Campbell, a business which was reported to be logging in the south half of Section 8 in October of 1916 (see Weyerhaeuser Archive, Box 111, “Upright AR-1916”).

Bloomingdale left Tenino when no longer engaged in the logging business there. In 1920, he worked as a wheat rancher at The Dalles, Oregon. His son, Leslie, lived nearby. Dittmar was an original stockholder in the Badger Lumber Company in 1916 (see Chapter 8). In the same year he was also one of the operators of that company’s mill. After the bankruptcy of the Badger Lumber Company, Dittmar resided in Seattle at the time the 1920 Federal Census was taken.

The enterprises of the Sterling Mill Company comprised some of the smallest logging railroads in Thurston County.



Contract Loggers on Tacoma Mill Company Spurs that Originated from the Olympia & Chehalis Valley Railroad

39

Tacoma Mill Company

Figure 39-1 1880s Morris Brothers Logging Camp near South Union

In the 1880s, larger Puget Sound lumber companies began to build railroads, making that technology an integral part of their operation. In Mason County, the Port Blakely Mill Company set up the Puget Sound & Grays Harbor Railroad & Transportation Company to insure a continuing stream of logs for its mill. In Thurston County, the Tacoma Mill Company pursued the same basic strategy, but used a slightly different business model. The majority of the latter company's logging activity occurred along spur tracks that were tributary to the Olympia & Chehalis Valley Railroad. But the company also utilized traditional timbering methods, with oxen and skid roads, in other areas of Thurston County. Between 1882 and 1885, portions of Cooper Point (in Sections 6, 8, and 9 of Township 18 North, Range 2 West) were harvested in that fashion, with logs skidded to salt water. On Totten Inlet, a parcel immediately west of Gallagher Cove received similar treatment.

Delusions of Grandeur-The Olympia & Tenino Railroad examined several individual segments of railroad constructed by the Tacoma Mill Company. These were used at Bush Prairie, South Union, and along what is now McCorkle Road. Those grades appear on the map opposite this page. Frank, George, and Philip Morris, known as the Morris Brothers, headed the Tacoma Mill Company's operation at South Union. Figure 39-1 is a photograph made at their camp. It is picture # 552 in the Henderson House Museum collection. The photograph is undated, but would have been made sometime in the 1880s. Figure 39-2 enlarges part of Figure 39-1. Close inspection of the area behind the logs reveals the upper part of Olympia & Chehalis Valley Railroad Engine # 2. This was likely the first of two locomotives carrying that number. It probably was built by the Globe Iron Works, in San Francisco, California.

Figure 39-2 Enlargement of Figure 39-1

Tacoma Mill Company

Figure 39-3 is another photograph from the Henderson House. It is identified as "McIntosh Logging 4.4." and is part of the Robert McIntosh collection. It captured the scene at a camp where logs were being transferred from skid road to narrow gauge rail cars. A hovel for oxen is visible in the background. Robert McIntosh was a logger who came to Olympia in 1884, following the lead of his brother, James. James McIntosh was associated with a Tacoma Mill Company logging operation at Tumwater, which will be described near the end of this chapter. The track seen in Figure 39-3 was likely part of a spur that originated from the Olympia & Chehalis Valley Railroad, and initially followed the course of present-day McCorkle Road. It was used for logging in the region of Scott Lake and Deep Lake. Robert McIntosh and his descendants are known to have logged near Deep Lake, and had a summer home there. In view of these facts, there is a good chance that the photograph displayed by Figure 39-3 was made somewhere along this particular Tacoma Mill Company right-of-way. These tracks can be noted in the southwest part of the map on page 312.

Delusions of Grandeur-The Olympia & Tenino Railroad also includes a preliminary glimpse of a railroad built along Percival Creek by the Tacoma Mill Company, under the management of George H. Foster. Subsequent research has made it possible to represent the course of that line with improved accuracy. A document dated 14 April 1884 provides a glimpse of the Percival Creek railroad after it had been in operation for a couple of years. The complete text can be found in Thurston County Deed Book 14, pages 740-748. Charles Hanson, owner of the Tacoma Mill Company, sold a large number of properties and selected railroad spurs to the mill company, from his own personal portfolio. This included timber on the northeast and southwest quarters, and the west half of the southeast quarter of Section 28, Township 18 North, Range 2 West. The document went on to say "Also another railroad commencing at Budd Inlet between Tumwater and Olympia, south of Percival Creek, running west from there one and three sevenths miles, and terminating in the northeast quarter of the southeast quarter of Section 28, T 18 N, R 2 W; also the graded roadbed of a length of about four seventh miles for a projected railroad not yet built but intended as an extension of the above railroad. Also about one and one quarter miles of skid road formerly used by George Foster in conjunction with his logging camp situated in Section 28." This was Foster's Camp # 2 (see next paragraph).

Further clarification is afforded by a transaction made 14 July 1883 and recorded in Thurston County Miscellaneous Book 1, page 405. George H. Foster transferred a long list of properties to Charles Hanson. Included were Foster's logging Camp # 1 (at Bush Prairie) and his Camp # 2, described as being at the end of a skid road, in the northeast quarter of the southeast quarter of Section 28, Township 18 North,

Figure 39-3 Post-1884 Robert B. McIntosh Logging Camp

Tacoma Mill Company

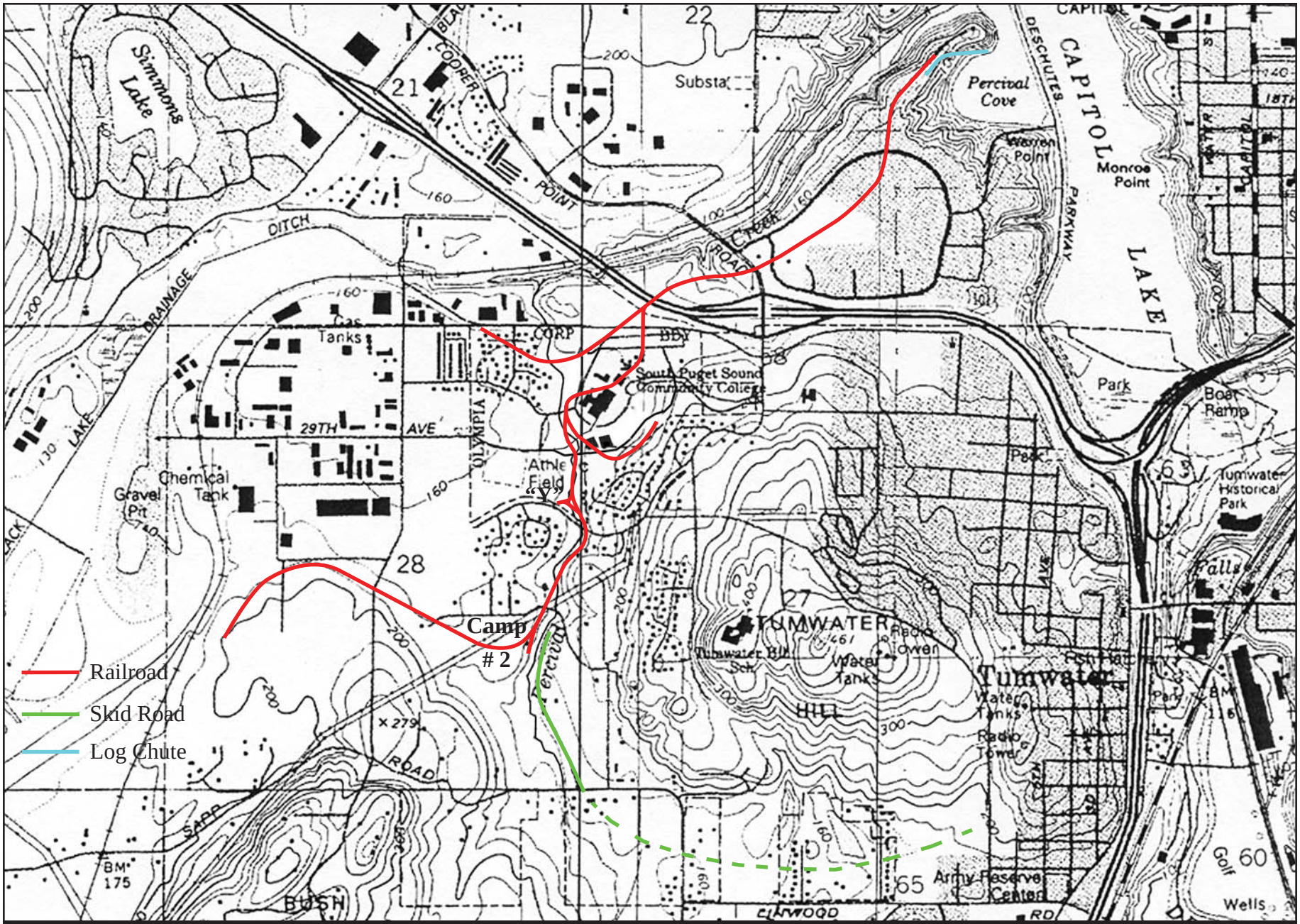


Figure 39-4 Circa 1884 Map of George H. Foster's Percival Creek Railroad, Log Chute, Skid Road, and Camp # 2

Tacoma Mill Company

Range 2 West. At Camp # 2 were two rail cars for log transport and 2,000 ties. In addition there were "1,000,000 board feet of saw logs in the water at Budd Inlet, opposite Olympia." A restatement of many of these items occurred 8 May 1884 and can be found on page 552 of Thurston County Miscellaneous Book 1. It mentioned that Camp # 2 was the location of "One draft locomotive now used by Foster in the transport of logs and timber from lands owned by Charles Hanson to the west shore of Budd Inlet."

Figure 39-4 displays the route of George Foster's Percival Creek line. This railroad was no longer in use in 1885 when Benjamin B. Turner made a successful attempt to wrest control over that right-of-way from the Tacoma Mill Company. Turner wanted to use this pre-existing grade as part of his Black Lake & Sherman Valley Railroad, which soon reached as far west as Black Lake. Chapter 11 has further information about Turner's railroad, after 1885.

It is convenient to begin a tour of the Percival Creek line at its eastern end, Percival's Point, where logs were placed into salt water. In the 1880s, before Capitol Lake existed, that area was part of Budd Inlet. Thurston County District Court Case # 2492 provides a description of the region around Percival Point at the time when the logging railroad operated there. It also contains information about Camp # 2, previously owned by George Foster. The case was heard 31 July 1885. Therein, the Tacoma Mill Company asked the court to restrain Benjamin Turner from using certain property that, allegedly, still belonged to the mill company. Most of this property consisted of improvements made upon the Samuel Percival Donation Claim. It included "a logging chute about one thousand feet in length and a rollway for the same. . . [also] upon the flats at the head of Budd Inlet, and immediately connected with said chute and rollway, a line of pile for the purpose of securing a boom and [which] had fastened to and between said piles, a large boom securely fastened with boom chains, for the purpose of receiving and holding the logs coming down said chute . . ."

A 1936 aerial photograph of Percival Point is reproduced in Figure 39-5A. The railroad, chute, and rollway are superimposed on the same picture in Figure 39-5B. Before 2009, I had erroneously assumed that the Percival Creek railroad terminated at water level, near the mouth of Percival Creek. However, testimony from the above court case established that the right-of-way remained on fairly level ground between the top of the chute, and points farther west. Figure 39-6 superimposes structures from the 1880s on a 2003 aerial photograph of Evergreen Park Lane. Logs were transferred from rail cars to the chute at the approximate position of the current residence at 1604 Evergreen Park Lane. In 2010, the chute was easily seen in the back yard of Chester Maxwell's home at 1516 Evergreen Park Lane. Figure 39-7 is a 2010 photograph made from the east side of Evergreen Park Lane, immediately northeast of the Maxwell residence. The view is down the bank, toward the chute. Figure 39-8 faces east, approximately halfway down the chute.

Figure 39-5A 1936 Aerial Photograph of Percival Cove

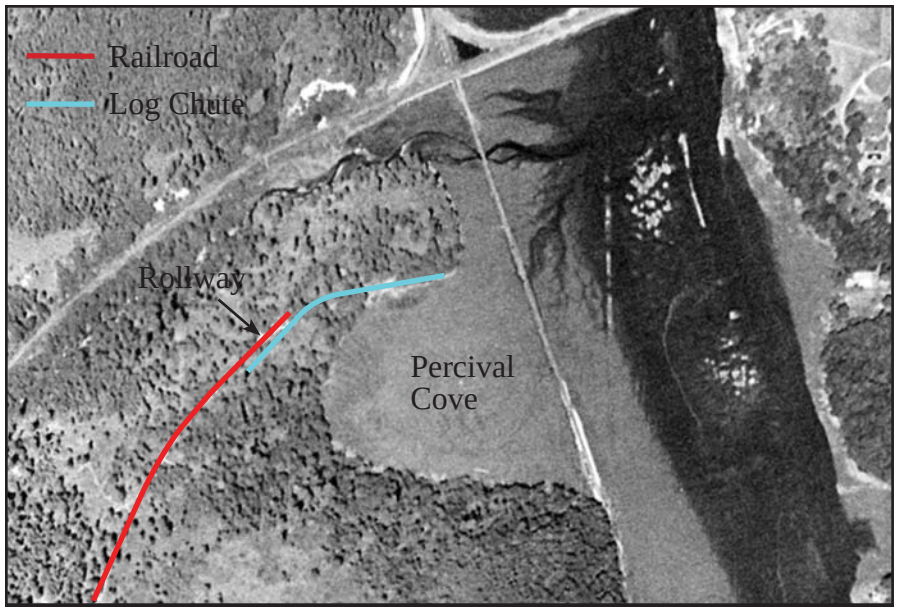


Figure 39-5B 1936, Railroad Terminal and Log Chute

Tacoma Mill Company

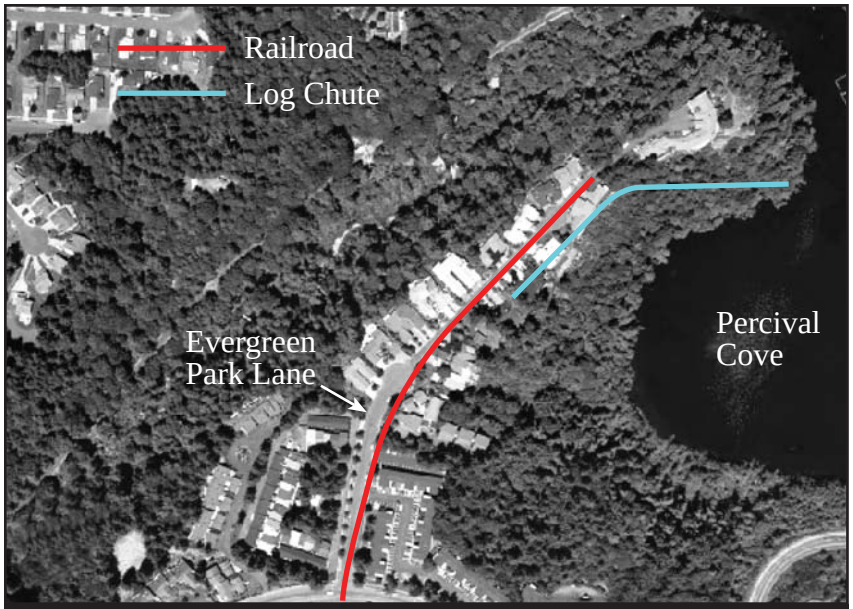


Figure 39-6 2003 Aerial Photo, Evergreen Park Lane

Figure 39-8 2019 View East, Downhill along Chute

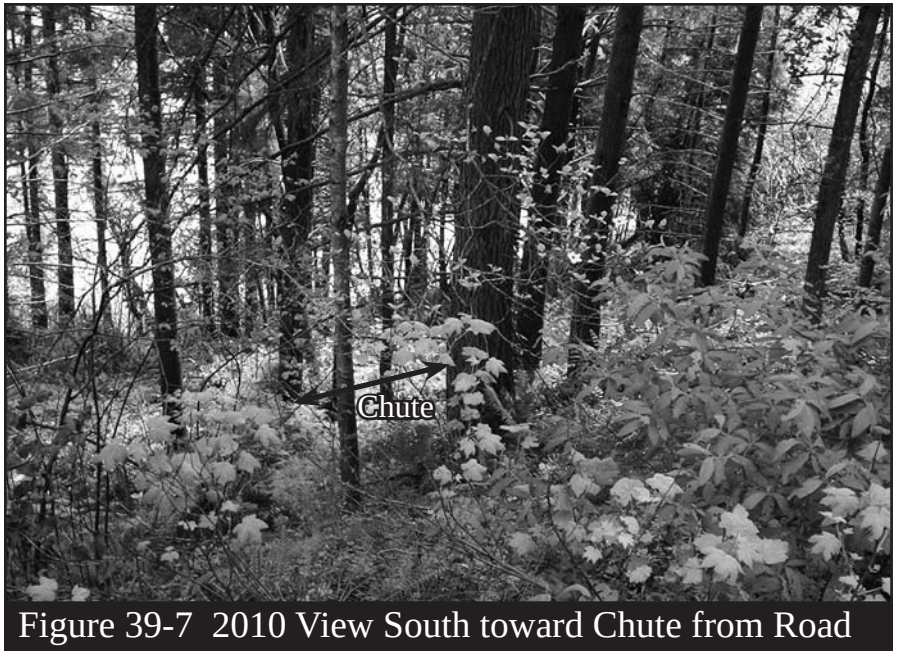


Figure 39-7 2010 View South toward Chute from Road

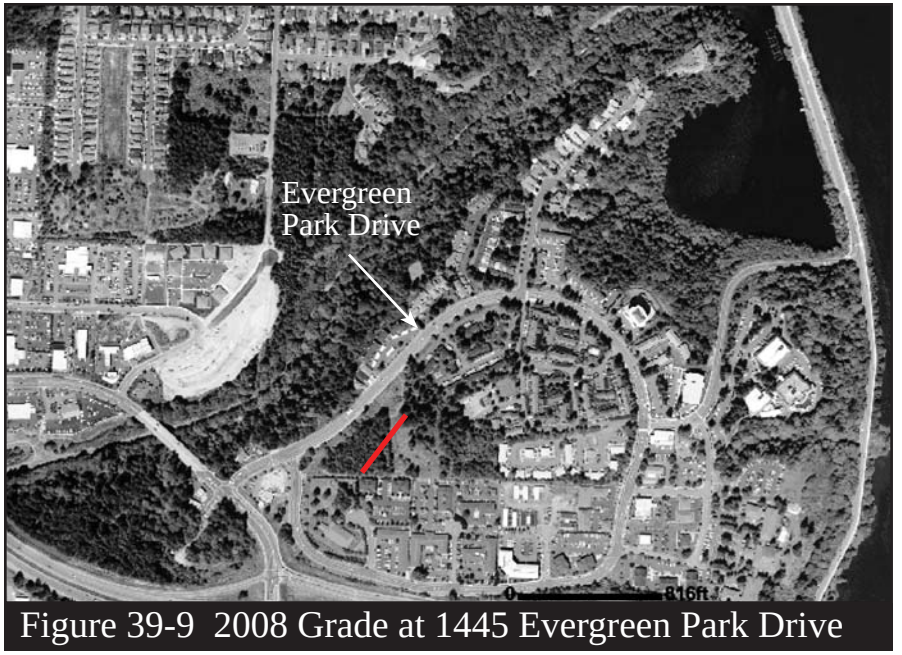


Figure 39-9 2008 Grade at 1445 Evergreen Park Drive

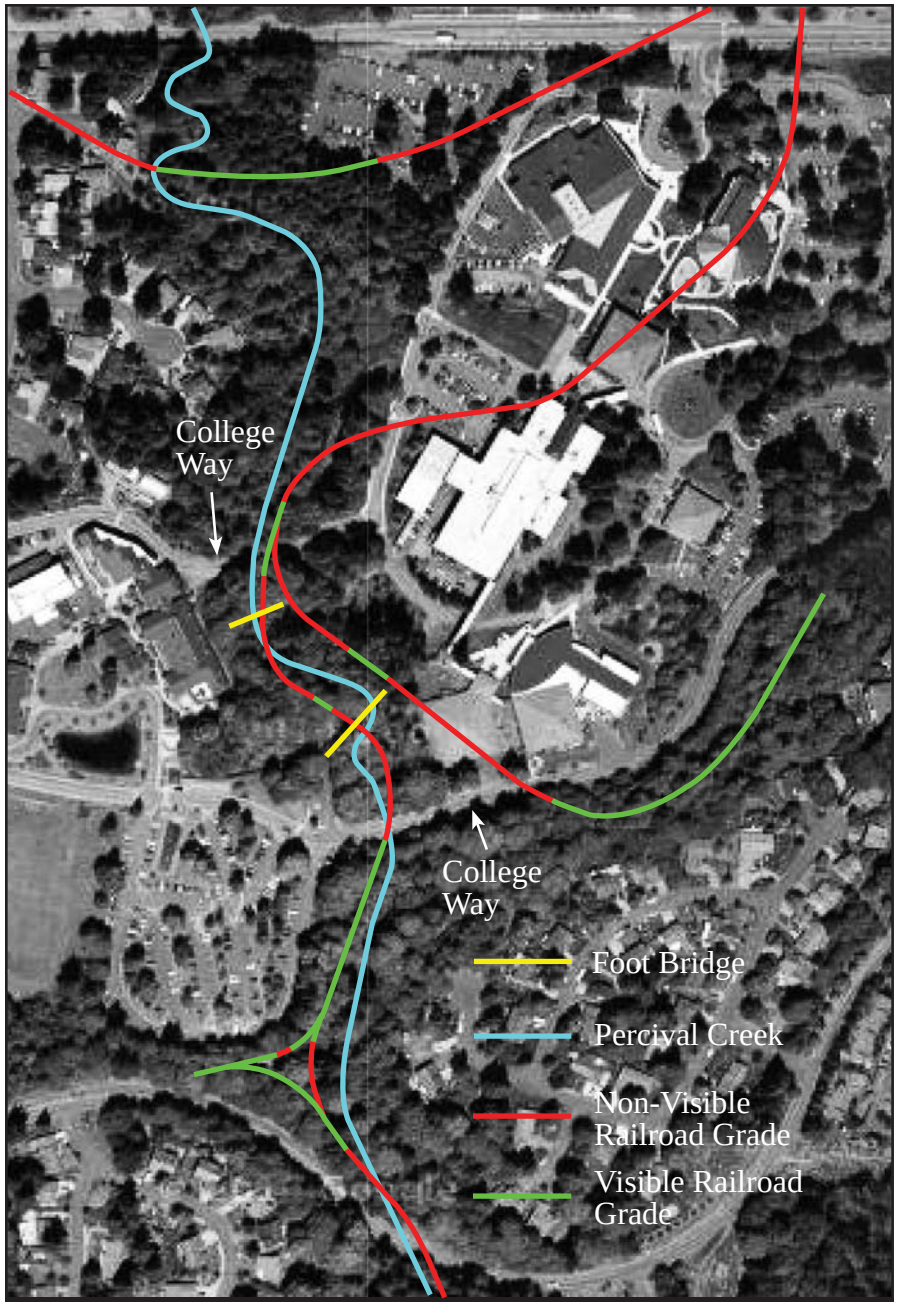


Figure 39-10 2008 Aerial Photograph at SPSCC

The easternmost segment of the railroad followed a course approximated by present-day Evergreen Park Lane. Farther southwest, most of the old grade has been erased by construction of roads, office buildings, apartments, and Highway 101. However, north of Heritage Court, a short segment of right-of-way can be found in the city park at 1445 Evergreen Park Drive. Within the wooded portion of the park, an imprint of the railroad remains as a shallow cut oriented diagonally, from northeast to southwest, as indicated in Figure 39-9.

Figure 39-10 uses a 2008 aerial photograph to trace the course of the railroad through South Puget Sound Community College, and for a few hundred yards south of the campus. The figure indicates where remnants of the grade were still visible in the spring of 2012.

Only a few traces of the railroad remain in the northern part of the South Puget Sound Community College campus. That region is included in the 1936 aerial photograph reproduced in Figure 39-11A. Grades have been superimposed in Figure 39-11B. One hundred years ago, a wagon road linked Tumwater and Mud Bay, and it was still in use when this photograph was made. Some of the old railroad grade was reused by and incorporated into that wagon road. It seems likely that when the Percival Creek railroad was built, the earliest construction continued southwest through the college campus and bridged over Percival Creek. The bridge was directly west of what is now the Minnaert Center for the Arts. This allowed logging on the northeast quarter of Section 28, which is situated immediately west of the creek.

After that timber was harvested, rails would have been removed from the bridge, but it's unlikely that the underlying structure was removed. Along with some of the contiguous railroad grade, the bridge came to be used as part of the wagon road between Tumwater and Mud Bay. Figures 39-12 and 39-13 are photographs which were obtained in 2009 near the place where the bridge previously existed. Figure 39-12 looks south along a trail west of the Minnaert Center. The visible grade is approximately 100 feet east of the site of the bridge. Figure 39-13 is a view toward the west. It was made from a position immediately east of the place where the bridge crossed Percival Creek.

When logging was completed in Section 28, the railroad built its mainline south, initially along the east side of Percival Creek. The old grade intersects with College Way at both places where that campus street now crosses the creek. A small segment of mainline can still be found as a cut, approximately 20 feet east of the creek. Look for it immediately north of the northern of the two College Way crossings. Figure 39-14 is a 2011 photograph that was made fifteen feet north of that particular crossing, while facing north. At the same spot, a spur to the southeast left the mainline and was used to log Tumwater Hill. It headed toward the place occupied today by the college library, and a portion of the spur is still visible. Figure 39-15 is a 2010 photograph taken looking southeast in a cut made for the spur. The building

Figure 39-11A 1936 Aerial Photo, Region of SPSCC

Figure 39-12 2009 View South toward Grade

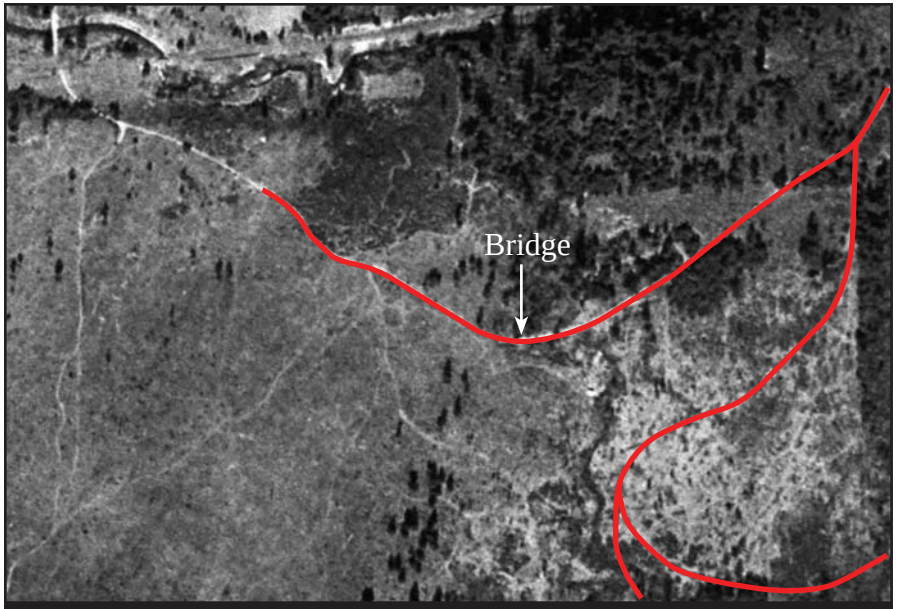


Figure 39-11B 1936 with Railroad Grades

Figure 39-13 2009 View W along Grade, toward Bridge

Tacoma Mill Company

Figure 39-14 2011 View N, North of College Way

Figure 39-16 2010 View E along Spur, S of College Way

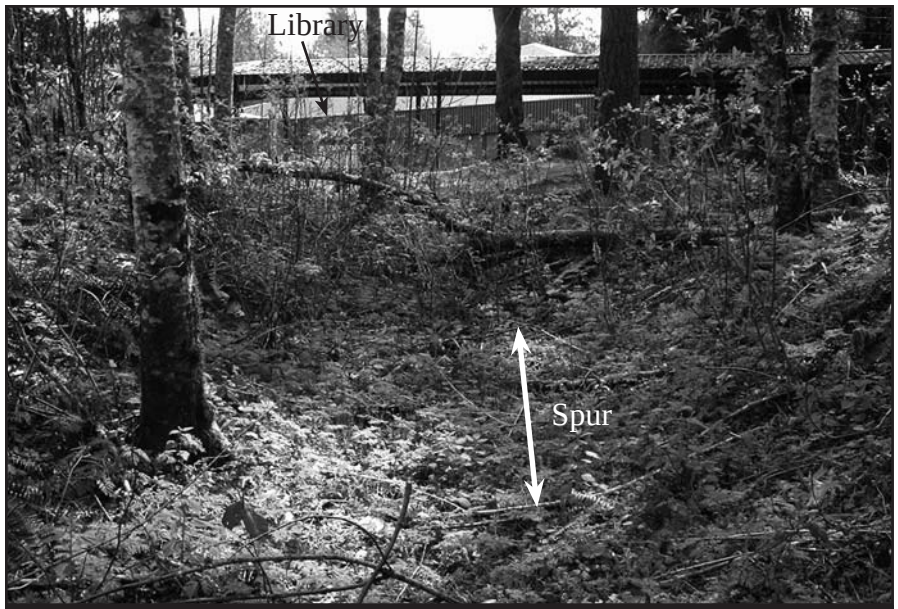


Figure 39-15 2010 View Southeast toward Library

in the distance is the library. Beyond the library, the spur continued southeast and, after crossing College Way, the grade curved east. Figure 39-16 is a 2010 view east on that part of the spur. Eventually, this track turned northeast and came to an end.

South of the northern crossing of College Way, the mainline continued to follow the east side of Percival Creek for a short distance, then crossed from one side of the creek to the other a total of three times. The final crossing, reaching the west side of the creek, occurred precisely at the location of the bridge where College Way makes its southern crossing of Percival Creek. South of that crossing, the railroad grade lies on the west side of the creek and is quite easy to find.

Figure 39-17 is a 2010 photograph taken from a position immediately south of the bridge. The view is west, from the east side of the creek. The right-of-way begins on the left side of the visible bridge abutment. Figure 39-18 was obtained from a position 100 feet south of the bridge and west of the creek. The view is southward along the well-preserved railroad embankment. Farther south, the mainline has sloughed into the creek at a place where parts of a wye can be found. Figure 39-19 is a view southwest along the northern leg of the Wye. Debris from grounds maintenance has been dumped into this part of the wye. A bit farther west, Figure 39-20 also looks southwest along the tail of the wye" Gravel and other materials have filled in the cut that previously was present there. Somerset Hill Drive is

Figure 39-17 2010 View West across Percival Creek

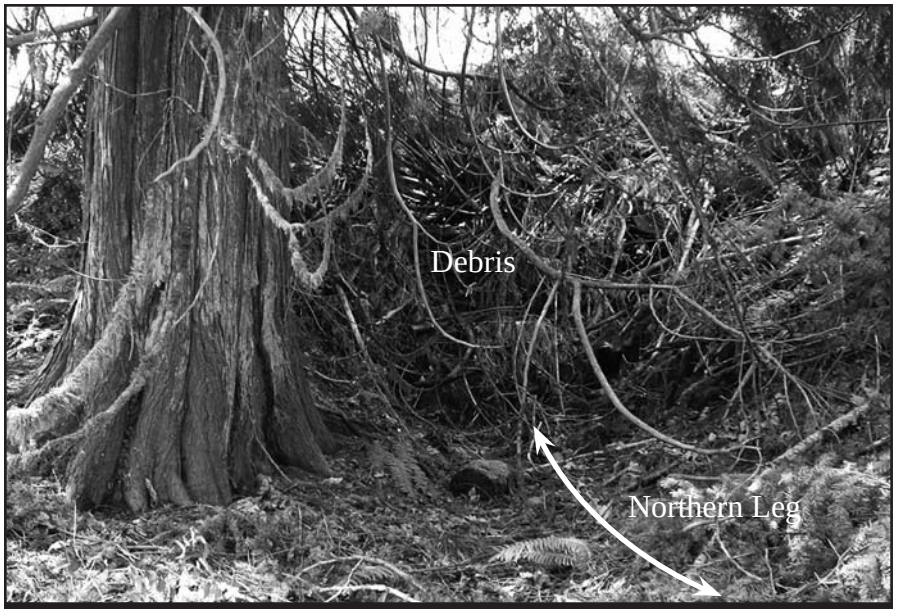


Figure 39-19 2010 View SW along Northern Leg of Wye

Figure 39-18 2010 View S from West Side of Creek

Figure 39-20 2010 View SW along Tail of Wye

Figure 39-21 2010 View SE along Southern Leg of Wye

Figure 39-23 2010 View West across Percival Creek

Figure 39-22 2010 View NE at 3213 Antsen Street

visible in the distance. The southern leg of the wye forms a deep cut as seen in Figure 39-21. This view is toward the southeast, with Somerset Hill Drive in the background.

A short distance southeast of the wye the railroad crossed to the east side of the creek. South of Somerset Hill Drive, it lay just a few feet above water level, near the bottom of the deep ravine carved by the Creek. There, erosion has removed any trace of the grade. Moving south, a cut can still be found in dense woods on the east side of Percival Creek, immediately west of the residence at 3213 Antsen Street. Figure 39-22 looks northeast in that cut. Farther south of the place where Figure 39-22 was obtained, the right-of-way crossed to the west side of the creek. Viewed from the hill on the east bank, Figure 39-23 shows the grade, in deep shadow, extending diagonally south toward the residence at 2350 Chapparel Drive. Figure 39-24 is a modern aerial photograph which clarifies these relationships.

Farther south, traces of the railroad were eliminated when Chapparel Drive was built. Court Case # 2492 (see above) specified that George Foster's camp was on "the northeast quarter of the southeast quarter of Section 28 . . . " The case mentioned that the property included "a cook house, one camp, one hovel for oxen, and one blacksmith shop." The camp was located on the west side of Percival Creek, at 2401 Chapparel Drive. This is the residence of Louie Mackey in 2012.

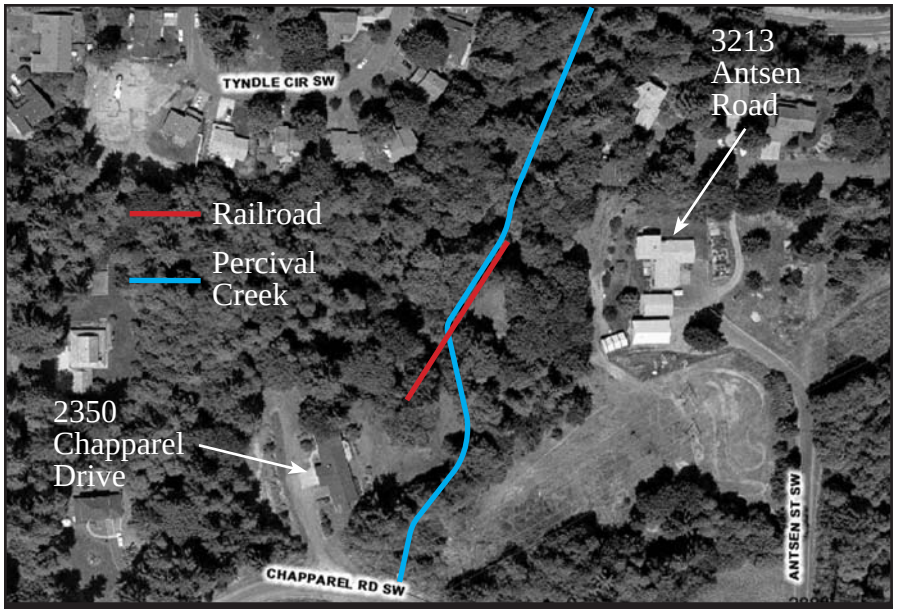


Figure 39-24 2008 Aerial Photograph at Chapparel Drive

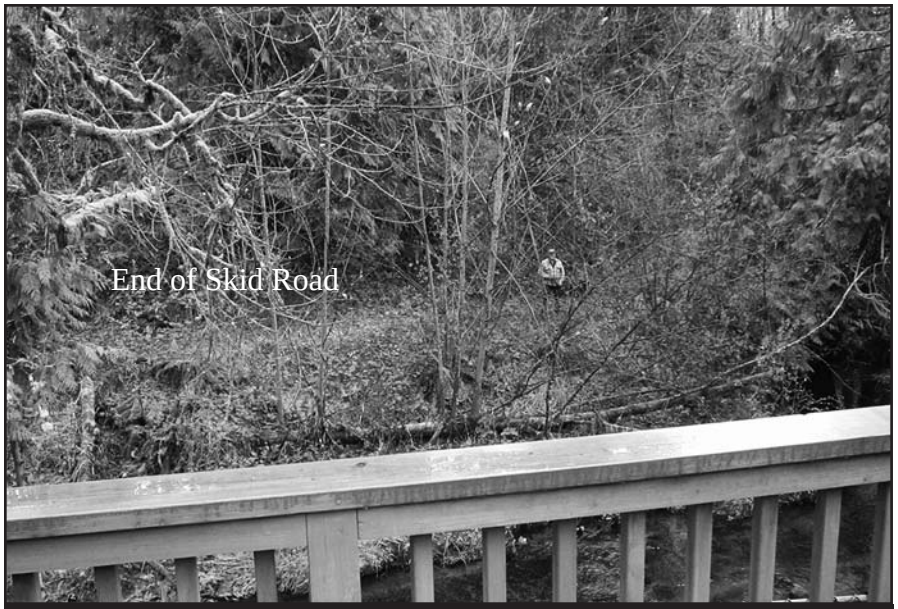


Figure 39-26 2010 View East across Percival Creek

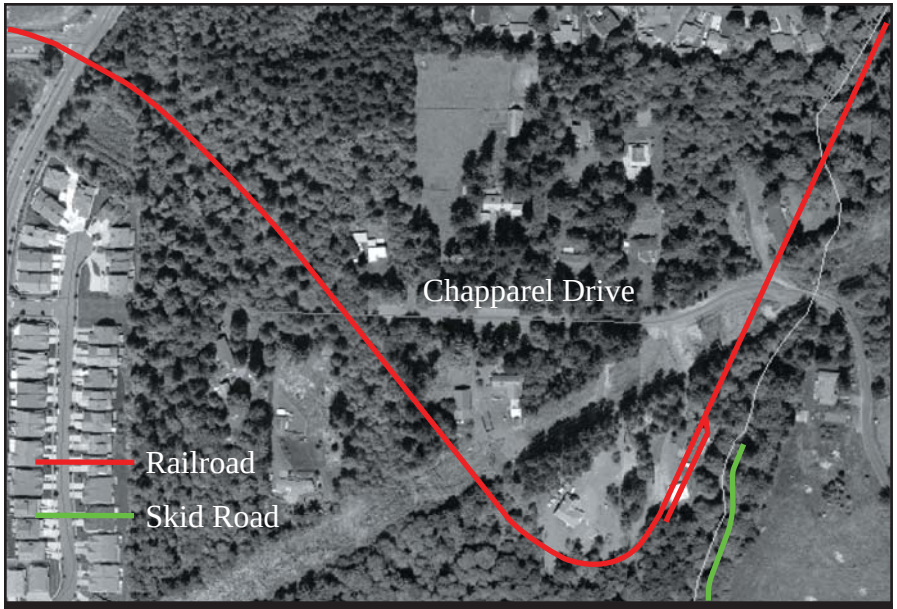


Figure 39-25 2008 Aerial Photograph at Locale of Camp

Figure 39-27 2010 View Southeast across Percival Creek

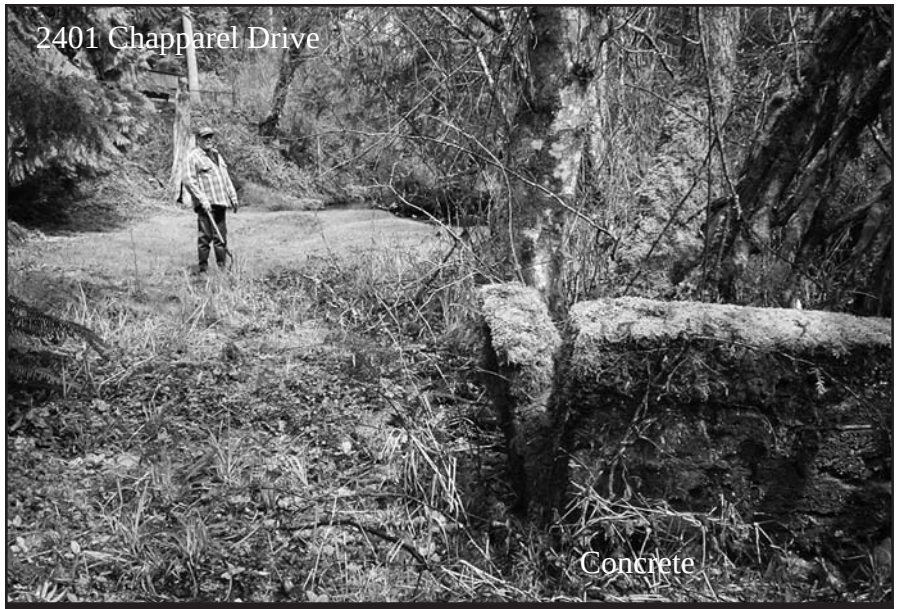


Figure 39-28 2010 View North from West Side of Creek

Figure 39-29 2010 Pottery Shard from Percival Creek

There the railroad ceased heading south. After leaving the camp it began to curve rather sharply west, and ultimately, to the northwest. Figure 39-25 is a recent aerial photograph demonstrating the course of the railroad in that vicinity. George Foster's skid road terminated on the east side of the creek, across from the camp. Logs from the north half of the Nelson Barnes Donation Claim # 134 were skidded to the camp, transferred across the creek, and then loaded on rail cars. Across Percival Creek from the site of the camp, the skid road is well preserved while, ironically, nothing of the railroad can be found on the west bank. Figures 39-26 and 39-27 were photographed from the rear deck of the Mackey residence. Figure 39-26, looking directly east, demonstrates the most northern, terminal part of the skid road. Figure 39-27 presents the view to the southeast from the same position.

Approximately 200 feet south of the Mackey house, Louis discovered several items that likely related to camp operations. Figure 39-28 was made looking north, toward the house. A boxy concrete structure can be seen, resting on the west side of Percival Creek. Next to this structure, the creek contained several timbers that may have been part of the camp operation. Several shards of broken pottery were found in the bed of the creek at the same location. Figure 39-29 displays a trademark found on one piece. It is Ironstone produced by Thomas Elsmore & Son at Tunstall, Stoke-on-Trent, England, between 1872 and 1887.

The railroad continued for another 0.57 mile beyond the camp, allowing the mill company to harvest the timber it owned on the southwest quarter of Section 28. The trestle described on page 115 of Chapter 11 was built originally by George Foster and the Tacoma Mill Company, and would have been near the west end of this company's line.

James McIntosh, brother of Robert, was one of three McIntosh brothers who settled in the Olympia area. He was born 23 September 1845 in Nova Scotia, Canada and came to the West Coast in 1868. He arrived in Olympia in 1872 and was George Gaston's partner in 1879. In that year, McIntosh & Gaston were engaged in contract logging with Hanson, Ackerman & Company, the organization that eventually became the Tacoma Mill Company. By 1900 McIntosh was a professional timber

Figure 39-30 1884 View Northwest at Terminal of Tram Railroad

Figure 39-31 1883 James McIntosh Logging near Hewitt Lake

Tacoma Mill Company

cruiser. He died 23 April 1916.

In conjunction with the Tacoma Mill Company, James McIntosh operated a tram railroad linking Hewitt Lake with a log chute in Tumwater. Figure 39-30 reproduces photograph #566 from the Henderson House Museum collection. It was made in 1884 at the place occupied now by Washington State's Sunset Life campus, approximately 125 feet southwest of the present-day junction of Capitol Boulevard and Carlyon Avenue. This picture faces slightly west of true north, with Budd Inlet (now Capitol Lake) visible in the distance. Here logs were transferred between the tramway and a chute which carried timber down to Budd Inlet. Holding the horse's head is a Mr. Chilson, who lived at Ward's Lake. The head of an ox, one of those which pulled the car, can be seen on the far right. These rails were made from hand-hewn wood and the car wheels had flanges on both the inside and outside edges.

Figure 39-31 was also provided by the Henderson House Museum. Designated as #553, the photograph was dated "summer 1883." Most of the men seen in the figure were based at the James McIntosh logging camp, which was located on the shore of Hewitt Lake. Judge Charles Hewitt is visible on the far right. "Little" Robert Swan and James McIntosh stand immediately above two oxen, on the left side of the picture. A document recorded 9 July 1884 in Thurston County Miscellaneous Book 1, page 584, provides an overall description of this logging operation. Therein, McIntosh sold all of his interest in this particular business venture to the Tacoma Mill Company. Assets transferred included twenty-four oxen. The animals were divided into three teams, known as the yarding team, the skid team, and the car team. Also mentioned were a hovel for oxen, a cook house, a blacksmith shop, and all other camp buildings used for housing and equipping thirty men. All this property was located at the place called the McIntosh Camp on the bank of Hewitt Lake, in Section 36, Township 18 North, Range 2 West. Logging operations based at the McIntosh Camp must have been finished when the document was recorded, because the mill company promptly resold all of these items. The purchaser was Ike Ellis, on 26 August 1884. At the time, Ellis was

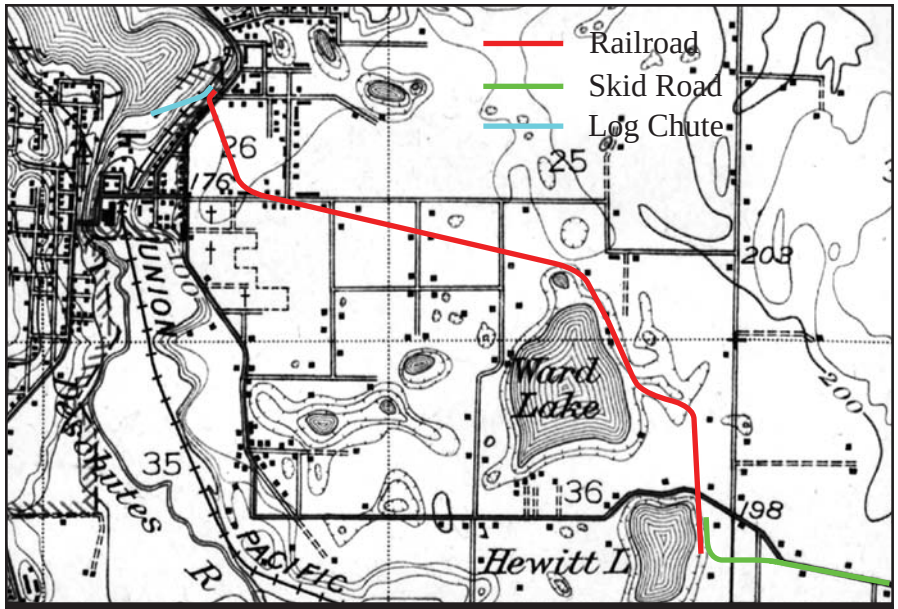


Figure 39-32 Possible Route of Tram Railroad and Chute

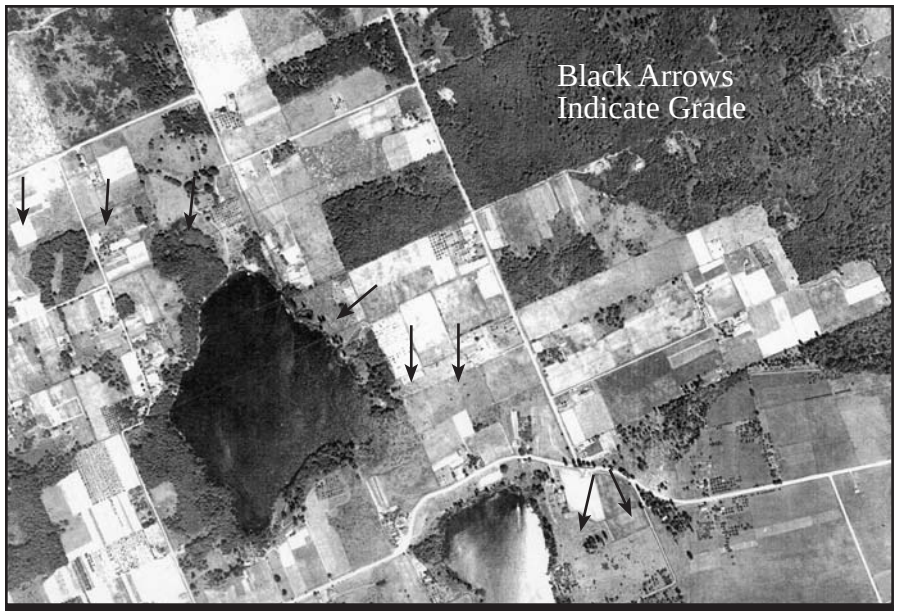


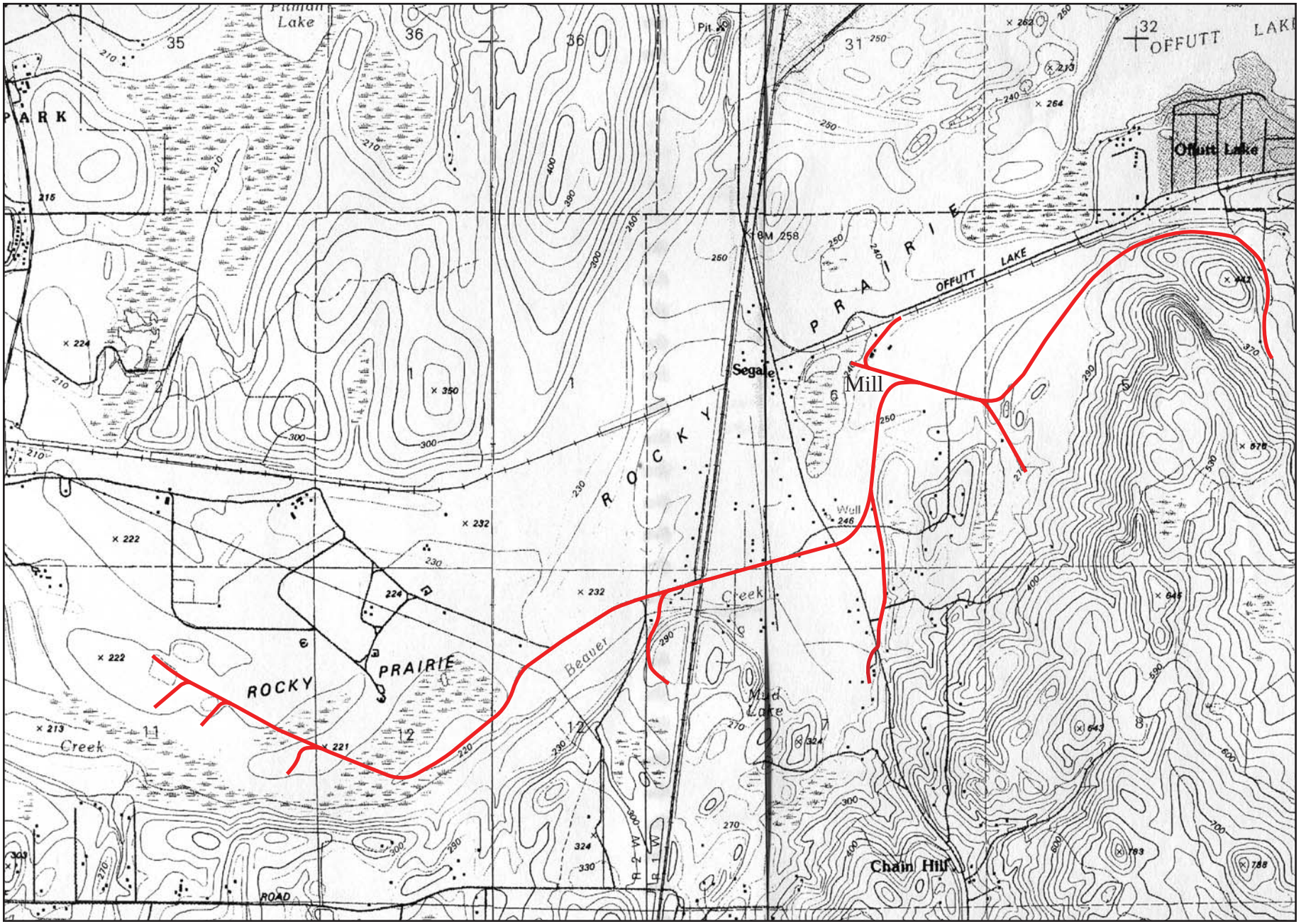
Figure 39-33 1936 Aerial Photograph of Hewitt Lake

beginning to log at Chambers Lake and was making preparations to operate the Olympia & Mt. Rainier Railroad.

The 9 July 1884 document mentioned above recorded that the tram road itself was sold to the Tacoma Mill Company. The tramway was described with the words "the interest of McIntosh in that certain logging railroad commencing at a point west of the north end of the race track just south of said City of Olympia . . . and east of the long bridge running north from the Town of Tumwater (across Budd Inlet, to the City of Olympia), upon a bluff overlooking the water of Puget Sound, and running thence in a general southeasterly direction a distance of 2 ¼ miles, to a point on the Donation Claim of J. M. Low, in said Section 36. And the roadbed, tramway, bridges and superstructures connected therewith; all McIntosh interest in the right of way over the lands upon which the logging railroad is constructed; all McIntosh interest in that certain chute constructed at the north end of the railroad for shouting [sic] logs from the railroad into the water of Puget Sound, above the said Tumwater bridge. All interest in that certain logging car situated and used on the logging railroad. All interest in the boom extending from the foot of the chute to the main channel of the Deschutes River and to the north end of the said Tumwater bridge; and also all of that . . . boom of about 12 boom sticks [beginning] near the said Tumwater bridge and used in running the logs down between the said Tumwater bridge and the Long Bridge at Olympia (the bridge between Olympia and West Olympia) . . . "

Figure 39-32 uses a 1937 topographical map as a basis. The Tumwater racetrack was not shown, but it had been in the east half of the block which contains the number 26. The location for the contiguous parts of the chute and the terminal of the tram road (west of the north end of the racetrack) are indicated, although exactly where the chute reached salt water has not been documented. Circa 1890, when the Portland & Puget Sound Railroad graded its right-of-way along the east side of this portion of Budd Inlet, the chute was probably destroyed. Likewise, nothing conclusive could be found on a 1936 aerial photograph of downtown Tumwater to pinpoint the course of the railroad itself. However, it is suspected that the line crossed present-day North Street at approximately that street's intersection with Lorne Street. That particular path seems likely for several reasons, one of which is because features consistent with the old tram road, and the skid road, are identifiable in Figure 39-33. This figure comes from another 1936 aerial photograph which displays the terrain near Ward's Lake and Hewitt Lake. Arrows point to the suspected right-of-way. Timber east of Hewitt Lake (in Sections 31 and 32 of Township 18 North, Range 1 West) was brought to the camp via skid road. There it was transferred to the tramway for transport to the chute.

The Tacoma Mill Company had direct involvement in the earliest rail logging in Thurston County. After 1890, it no longer had such a role, preferring to buy logs from independent contractors. The mill company itself disappeared long ago, but it



Route Map of the Tenino Lumber Company Railroad and Predecessor Lines

40

Tenino Lumber Company

The Tenino Lumber Company was the last of several titles used by a small logging business that was located immediately southwest of Offutt Lake, between Tenino and Tumwater, Washington. This company operated a short logging railroad for approximately five years. As implied above, a remarkable characteristic of this organization was the large number of names under which it functioned, as it went through a series of owners before becoming the Tenino Lumber Company.

The company's sawmill was located on the northeast shore of Mud Lake. That small body of water is east of Old Highway 99 and immediately south of the former Milwaukee Railroad mainline between McKenna and Maytown. Figure 40-1 is part of a Milwaukee Railroad Valuation Map. It displays the spur that eventually served the Tenino Lumber Company.

Frank A. Cross was the first to make a plan for logging in this area. In June, 1916 he purchased the right-of-way for a proposed logging railroad through Sections 6 and 7 of Township 16 North, Range 1 West. But two months later, Cross sold his interest in these properties, including railroad beds, spurs, camp sites and timber contracts, to James McElfresh and James Churchill, both of whom resided in Centralia. The McElfresh Logging Company was a partnership between these two men, and McElfresh actively managed the business.

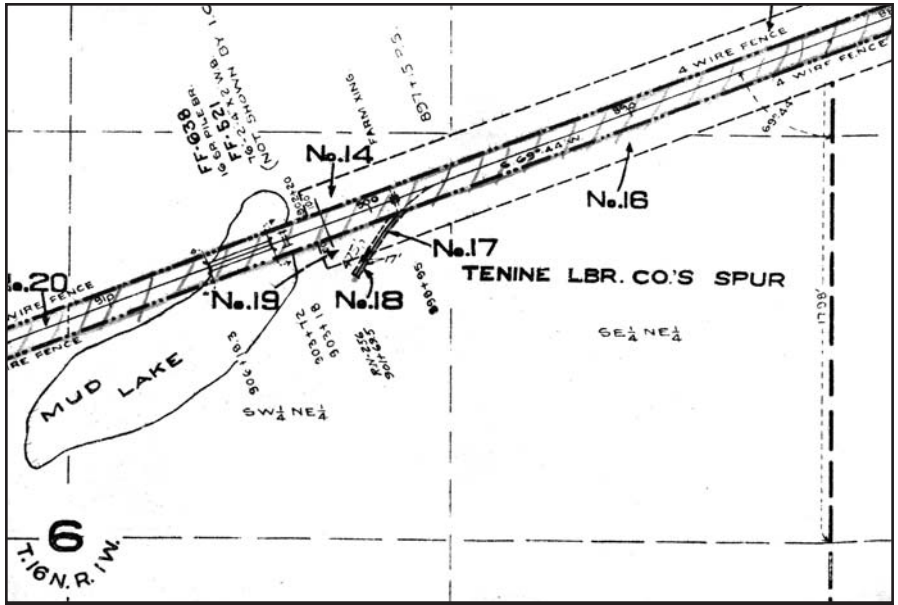


Figure 40-1 Milwaukee Railroad Valuation Map

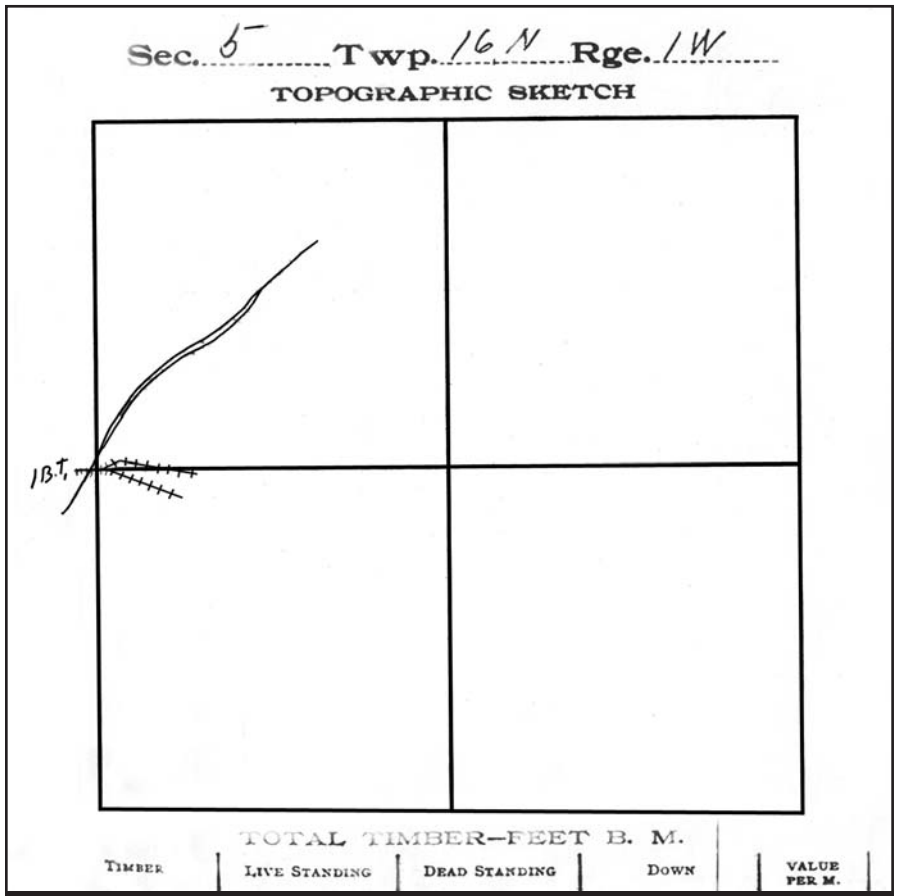


Figure 40-2 1917 Cruise of Section 5, T 16 N, R 1 W

A Weyerhaeuser Company timber cruiser reported in a 16 September 1916 letter, preserved at the Weyerhaeuser Archive, that "The McElfresh Logging Company is preparing to log timber on the northeast quarter of Section 7. . . They have their camp built and are building a railroad to connect with the Milwaukee. They are falling timber now and will send it to the Fir Tree mill."

The Washington Department of Natural Resources provided Figure 40-2. Dated 17 January 1917, it was a timber cruise of Section 5, Township 16 North, Range 1 West. The document suggests that the McElfresh Logging Company railroad had reached a point just inside the western edge of Section 5, and was harvesting timber there on property belonging to the Land Department of the Northern Pacific Railroad.

In May of 1917, G. M. Hubbard and the Milwaukee Railroad signed an agreement which provided for construction of a spur which reached the east side of Mud Lake. Later, the spur would be designated as the Tenino Lumber Company Spur (see Figure 40-1). In the middle of 1917, Hubbard and his partner, M. Weinhard, erected a sawmill at the end of the spur. It was operated for a few months as the Weinhard Lumber Company and then sold to James McElfresh in August of 1917. The sale included lumber in cars, rights-of-way, and timber contracts.

Two months later, in October, 1917, the McElfresh Logging Company asked the Washington Utilities and Transportation Commission for permission to place a track across the Olympia-Tenino Road (now Old Highway 99) in the northeast quarter of Section 7. The application included the diagram reproduced in Figure 40-3, and stated that the crossing was to be used for just one month. Although the intersection with the county road was located immediately north of a small creek, which is easy to find at the present time, no sign of that grade crossing remains now.

McElfresh sold his half of the McElfresh Logging Company to F. Jantzen in November of 1917. A December, 1917 letter to the Weyerhaeuser Company, from James Churchill, noted that the company's name had been changed to the Mud Lake Logging Company. Churchill also mentioned that the renamed company was cutting Weyerhaeuser timber in the southwest quarter of the northwest quarter of Section 5.

When May of 1918 arrived, Churchill had become the sole owner of the Mud Lake Logging Company. At that time, he sold the company to L. I. Wakefield and W. M. Ollar. The sale included the sawmill as well as timber contracts in Sections 5, 6, and 7 of Township 16 North, Range 1 West, and Sections 11 and 12 of Township 16 North, Range 2 West. Ollar sold his half of the company to Wakefield in August, 1918. The 19 April 1919 issue of *American Lumberman* reported : "Tenino – Sidney Burnett, of Seattle, has closed a deal for the purchase of the sawmill of the Mud Lake Lumber Company, four miles west of here [the mill was actually three miles north of Tenino] and will operate at full capacity."

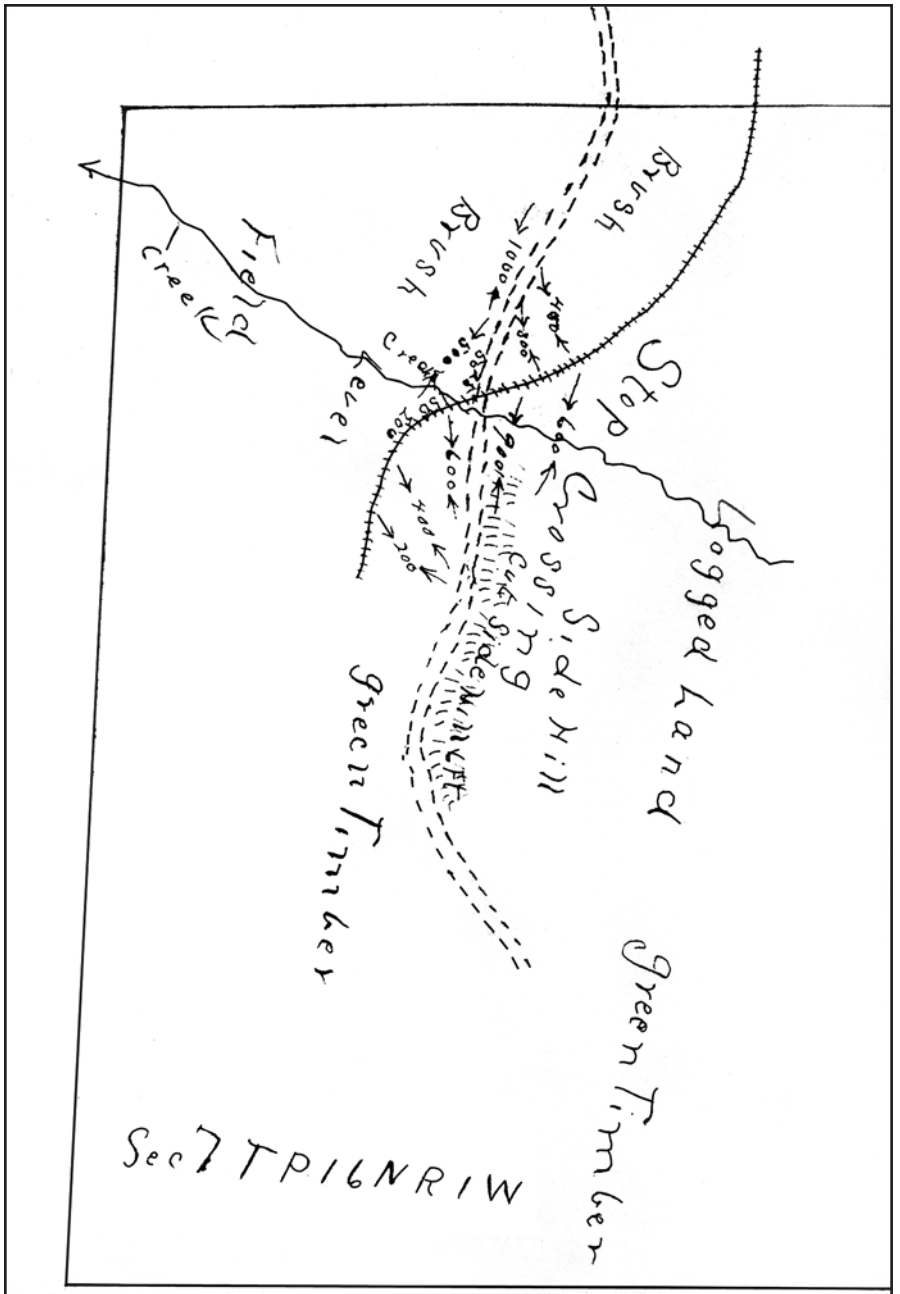


Figure 40-3 1917 Crossing of Olympia-Tenino Road

Tenino Lumber Company

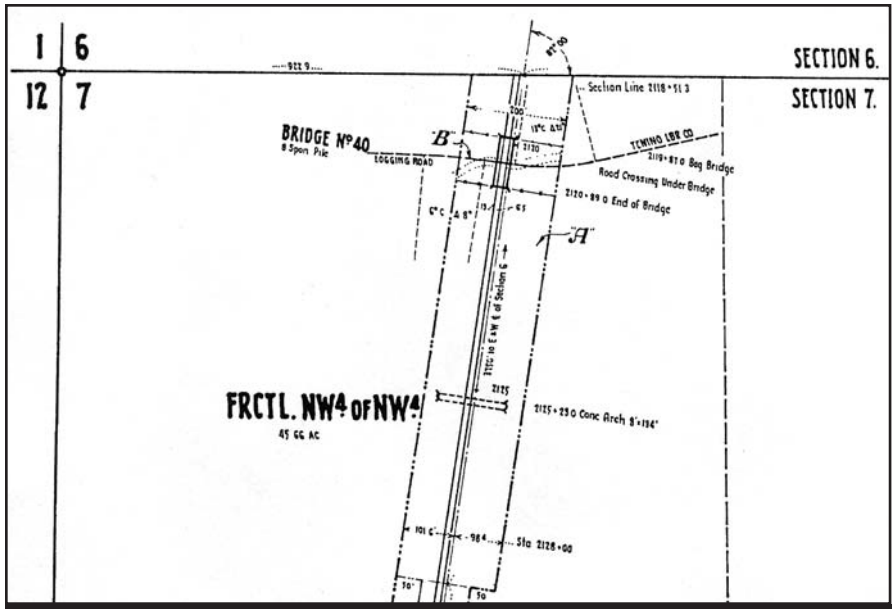


Figure 40-4 Northern Pacific Railroad Valuation Map

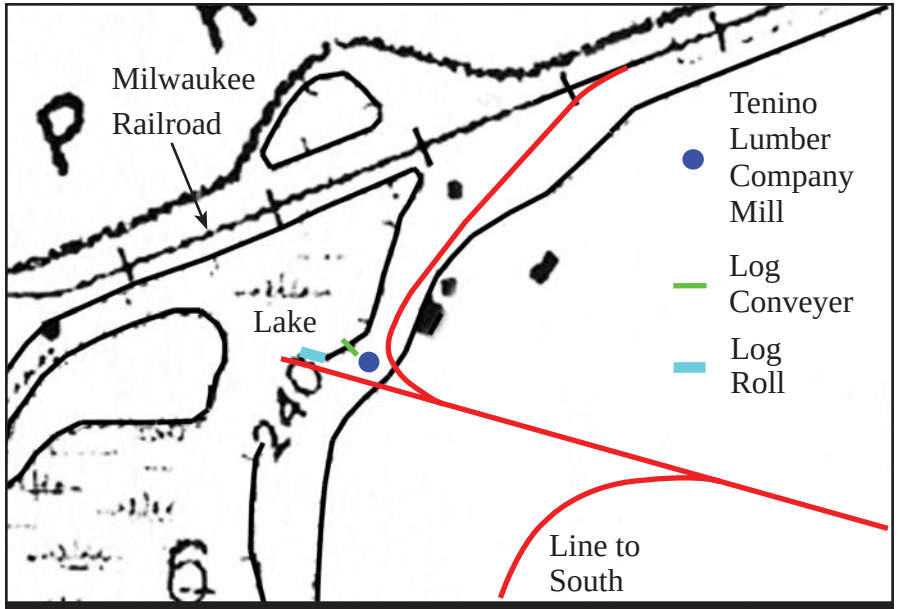


Figure 40-5 Track Plan at the Mill

Burnett's newly acquired mill burned a few months after the sale. The Chehalis *Bee* reported on 3 October 1919: "Sixty days after his mill property at Offutt Lake was wiped out totally by fire, Sidney Burnett has the new mill operating. Immediately after the mill was destroyed, he started rebuilding, and Monday began operating again. . . . He has secured the clubroom at Offutt Lake, and has turned it into a lounging and reading room and pool hall for the mill employees. The place was appropriately dedicated to that purpose last Friday evening with a big dance and feed. There was a large crowd on hand, and the Tenino band furnished the music."

The November, 1919 issue of *The Timberman* also reported that Sidney Burnett had a new mill in operation under the name of the Tenino Lumber Company. This business was not related to prior Tenino ventures that had operated with that same name. Burnett applied for an additional crossing of the Olympia-Tenino Road, at grade, in September, 1920. This crossing was in Section 6. It was to be used to access timber west of the Point Defiance Line of the Northern Pacific Railroad. This segment of the logging line passed under the Point Defiance Line at the same place where Angus Drive currently has an undercrossing. Figure 40-4 is a Northern Pacific Valuation Map that includes that part of Sections 6 and 7.

At the beginning of 1921, the Tenino Lumber Company had exhausted its supply of timber near the mill. A contract for the purchase of thirty million board feet of lumber in Cowlitz County, near Silver Lake, was negotiated with I. J. Edwards and William McKinley of Castle Rock. The deal was contingent on a legal battle which tried to force the Silver Lake Railway & Logging Company to transport timber felled by other logging companies. Eventually, the contract fell through, and the Tenino Lumber Company was left without a continuing source of raw material. The September edition of *The Timberman* noted that the company's sawmill, all logging equipment, and the railroad had been assigned to the Wholesaler's Association of Tacoma, for the benefit of the lumber company's creditors. The article also mentioned that the mill was being dismantled.

In 2011, the nonprofit organization Wolfhaven occupies the ground where the lumber mill stood. With wild animals present, access is somewhat restricted. However, the staff was very accommodating when I visited there. Figure 40-5 is a diagram of the likely relationships among the Milwaukee Railroad, Mud Lake, the mill, the company's railroad, the log roll, and the conveyer used for retrieving logs from the lake. The spur from the Milwaukee Railroad remains today as part of the driveway at the entrance to Wolfhaven. Figure 40-6 looks northeast along the path of the spur, from a position immediately north of the former mill site. Southwest of this position, a remnant of the chute used to retrieve logs from the lake can be found. Figure 40-7 is a view to the northwest, where an excavation (the chute) is visible behind a fence. The lake can be seen in the background.

Figure 40-6 2010 View NE along Spur to Milwaukee RR

Figure 40-7 2010 View NW along Log Retrieval Chute

Moving to the area immediately east of Wolfhaven, Figure 40-8 faces southeast along the original mainline of the logging railroad. Figure 40-9 is a view west, made 150 feet farther east. Here, the origin of a grade that led south, and then west, can be seen as it curves between two Mima Mounds. Figure 40-10 was made approximately 400 yards farther southeast of the place where Figure 40-9 was obtained. This is the approximate boundary between Sections 5 and 6.

Southwest of the mill site and west of Old Highway 99, Angus Drive now uses another of the company's old grades. Figure 40-11 is a photograph that was made in 2001. It was taken from a position west of the Point Defiance Line. The view is southwest, along the logging railroad right-of-way, which continued in a straight line at the place where the current driveway curves left. Farther southwest, Figure 40-12, from the same year, looks back along the grade, toward the crossing under the Point Defiance Line.

The Tenino Lumber Company was one of the last small logging operations to use a railroad. Shortly after it went out of business, truck logging became a common practice.

Figure 40-8 2010 View Southeast along Mainline

Figure 40-9 2010 View West at Origin of Line to South

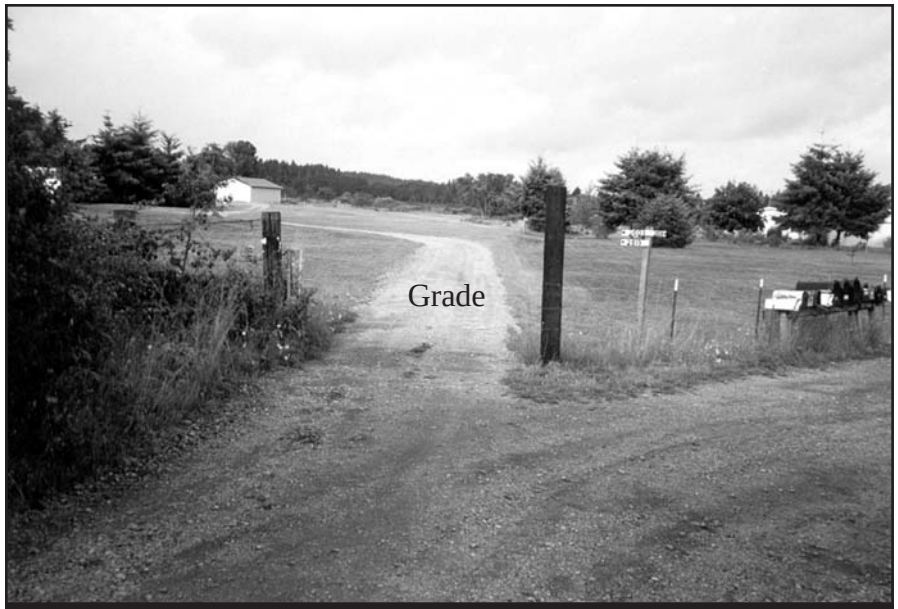


Figure 40-11 2001 View SW, West of Point Defiance Line

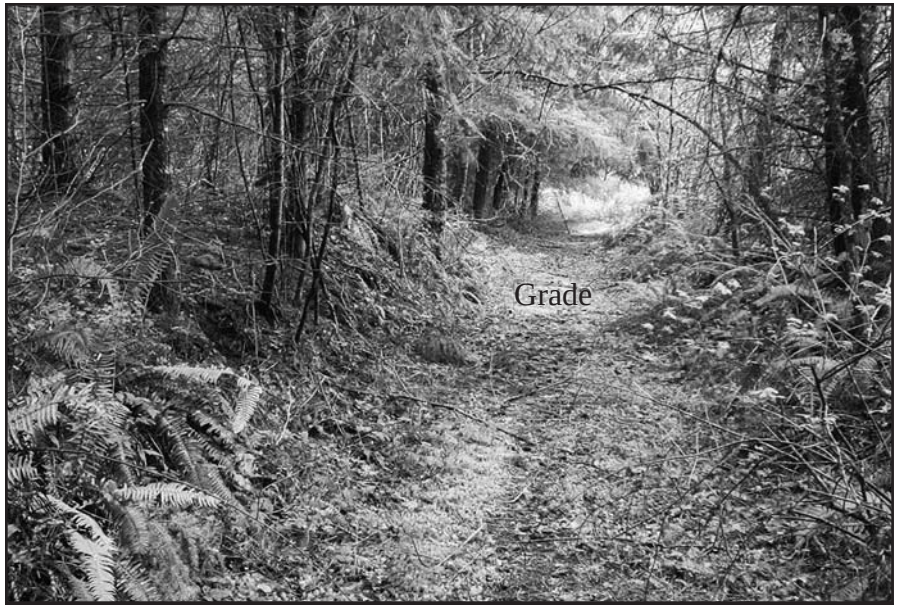


Figure 40-10 2010 View SE, Junction of Sections 5 and 6

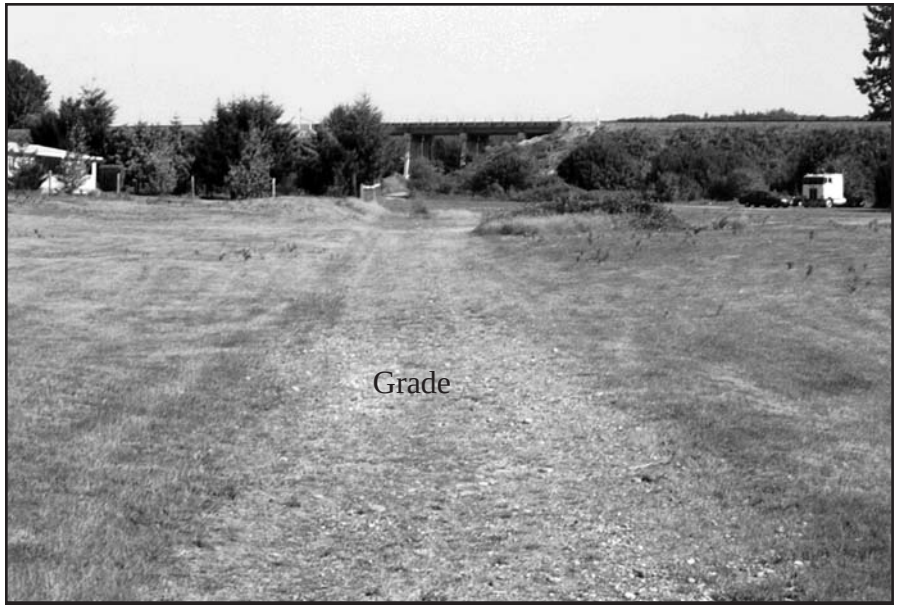
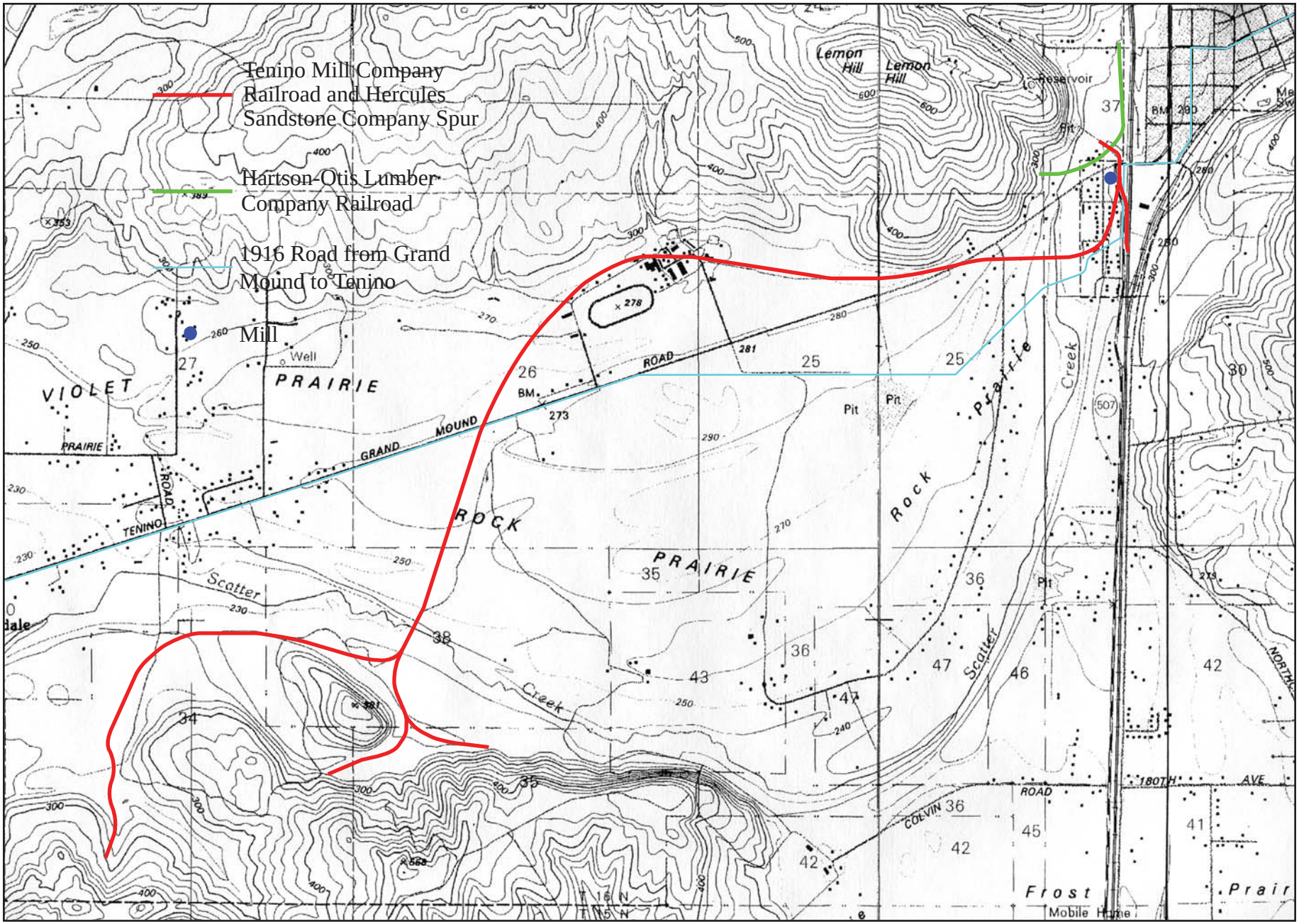


Figure 40-12 2001 View Northeast along Grade



Route Map of the Tenino Mill Company Railroad

41

Tenino Mill Company

The Tenino Mill Company was one of several industries located on the west side of Tenino in the early twentieth century. At that time, the common carrier railroads operating there were undergoing profound alterations of their track plans. This had a significant effect on the location of the terminal part of this lumber company's railroad. Figure 41-1 is a circa 1917 Northern Pacific Railroad Station Plat Map of Tenino. It shows the final configuration of tracks at the point of origin of the Tenino Mill Company railroad.

To appreciate the evolution in track arrangements at Tenino, start with Figure 2-14. It represents all the common carrier railroads that existed in the west part of Tenino from 1872 through 1912, when the Northern Pacific Railroad built its Point Defiance Line. In addition, Figure 41-2 includes commercial spurs, a tram road, and a small logging railroad, all of which existed at various times prior to 1912.

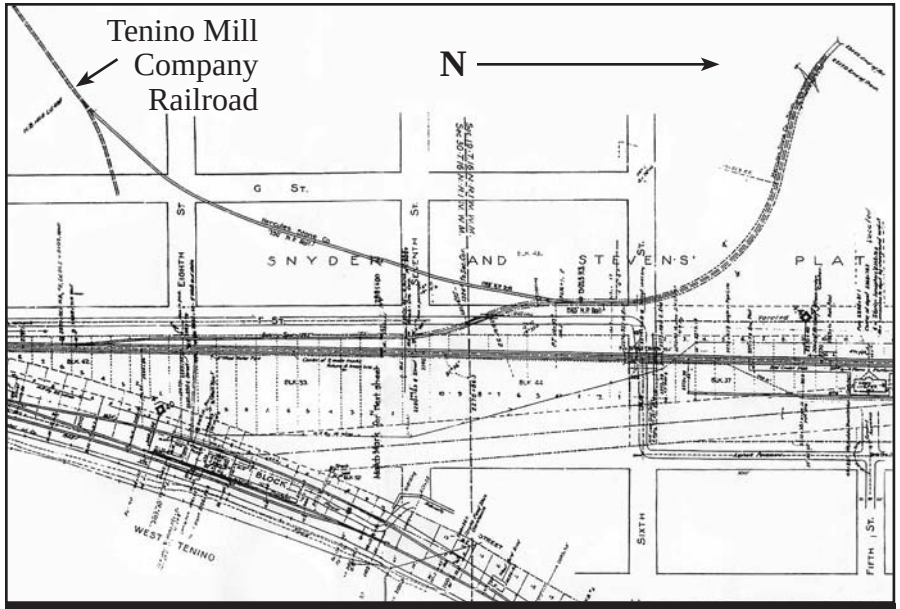


Figure 41-1 Circa 1917 NP RR Station Plat Map

Figure 41-2 Pre-1912 Tenino Railroads

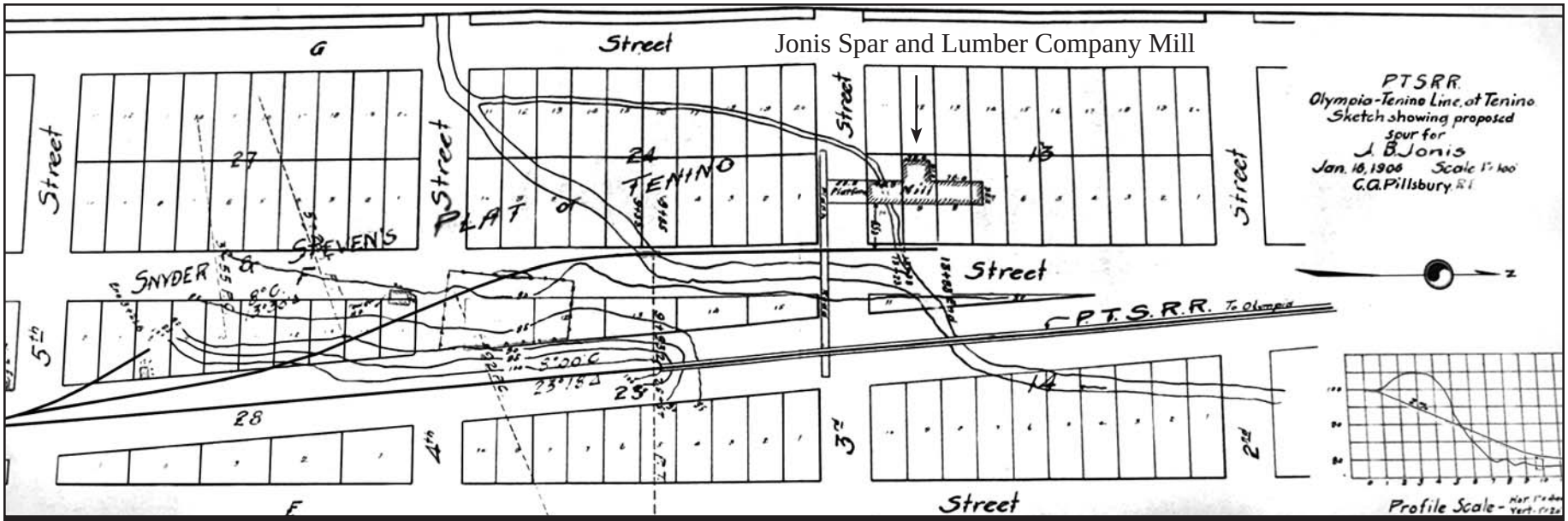


Figure 41-3 1906 Port Townsend Southern Railroad Plan for Spur to Jonis Spar and Lumber Company

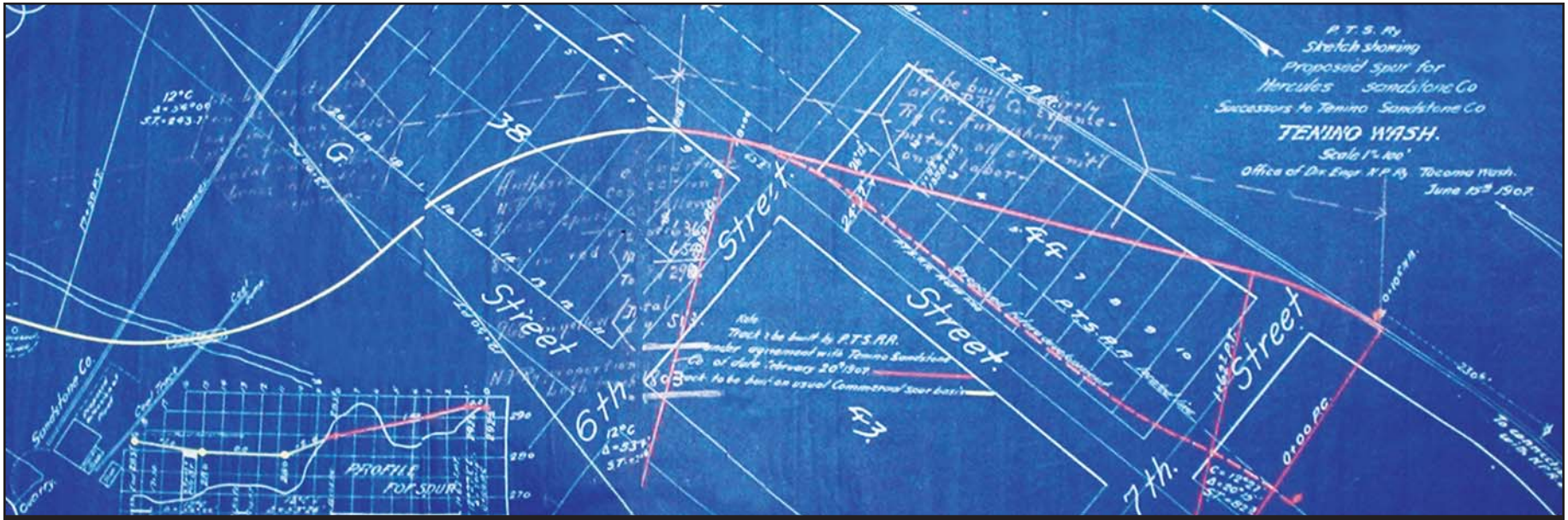


Figure 41-4 1907 Port Townsend Southern Railroad Plan for Spur to Hercules Sandstone Company Quarry # 1

Tenino Mill Company

Setting the stage for emergence of the Tenino Mill Company requires going back to January of 1906. This was when the Jonis Spar and Lumber Company moved into a newly erected sawmill on the west side of Tenino. The location was just west of the Port Townsend Southern Railroad, and immediately north of 3rd Street. Figure 41-3 is part of the construction plan used by the Port Townsend Southern when the spur to the new Jonis mill was installed.

The Tenino Sand Stone Company, founded in 1904, was reorganized in 1907 as the Hercules Sandstone Company. The renamed business activated a spur track to the Port Townsend Southern in 1908. Figure 41-4 is a map of the 1907 proposal for this new service. Even at that early date a dashed line appeared on the document, anticipating the eventual relocation of the spur. This was supposed to take place at some future time when the Port Townsend Southern was extended to Tacoma, which would require realignment of its southern terminal at Tenino. Eventually, the new alignment was built by the Northern Pacific, instead of the Port Townsend Southern, and became the Point Defiance Line.

The Jonis Spar and Lumber Company entered bankruptcy in 1910. Its mill was sold to the Hartson-Otis Lumber Company of Olympia (see Delusions of Grandeur, the Olympia & Tenino Railroad). Subsequently, the new owner operated two short segments of railroad near Tenino. The first consisted mostly of a right-of-way used previously, between 1903 and 1906, by the Olympia Logging Company. McIntosh & Weller possessed that line briefly, in 1906, before moving the rails to their active logging location several miles to the north. Figure 29-4, on page 248, indicates where this segment originated from the Port Townsend Southern Railroad, approximately 0.25 mile north of the Hartson-Otis (formerly Jonis) mill. Under ownership of the Hartson-Otis Lumber Company, track was restored to this abandoned grade, and about 0.5 mile of new right-of-way was constructed.

The second segment of the Hartson-Otis railroad led south and then west from the mill. It was used to transport timber from the southern part of Section 24, Township 16 North, Range 2 West. That track appears as a yellow line in Figure 41-2. The portion immediately south of the Hartson-Otis mill can be seen in Figure 41-5. This circa 1911-1912 Kinsey photograph shows the view east from Lemon Hill. The mill itself is out of sight, on the left side of the picture. Near the right edge of the image, the Hartson-Otis right-of-way cuts across the remains of a tram road used previously by Hercules Sandstone Company Quarry # 1, before the latter business received its rail spur. The tram road is also visible in Figure 20-2, a 1908 photograph made before construction of the Hartson-Otis railroad.

Visible on the right side of Figure 20-2 is the recently installed spur between Hercules Sandstone Company Quarry # 1 and the Port Townsend Southern Railroad. In 1911, this elevated spur blocked the proposed Hartson-Otis right-of-way to the south. The problem was soon solved by digging an underpass beneath the Hercules Spur, and installing a bridge over the logging company grade.

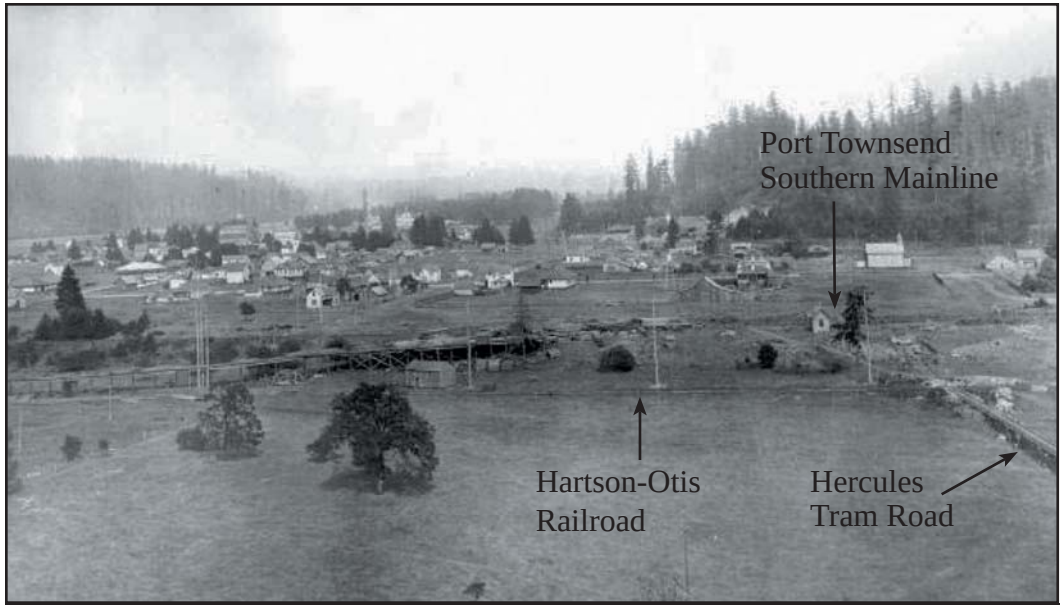


Figure 41-5 Circa 1911-1912 View East from Lemon Hill

Construction of the Point Defiance Line began at Tenino in 1912. The Hartson-Otis Lumber Company mill closed in 1913. At about the same time, part of the spur to Quarry # 1 of the Hercules Sandstone Company was moved in order to connect it to the new Point Defiance Line. Figure 20-4 on page 189 is a 1930 view southeast from Lemon Hill. The reconfigured Hercules spur did not need a bridge over the abandoned Hartson-Otis line. Despite the passage of almost two decades, traces of the Hartson-Otis right-of-way could still be detected. Figure 41-6 enlarges part of Figure 20-4, to show that grade remnant.

Figure 41-7 is a 1912 Northern Pacific Railroad map. It displays the earlier, soon to be abandoned Hercules Spur with a dashed line. It includes the proposed, reconfigured connection to the Point Defiance Line. The figure also indicates that the Tenino Mill Company railroad would originate from the redesigned Hercules Spur. Significantly, the Tenino Mill Company name appears in

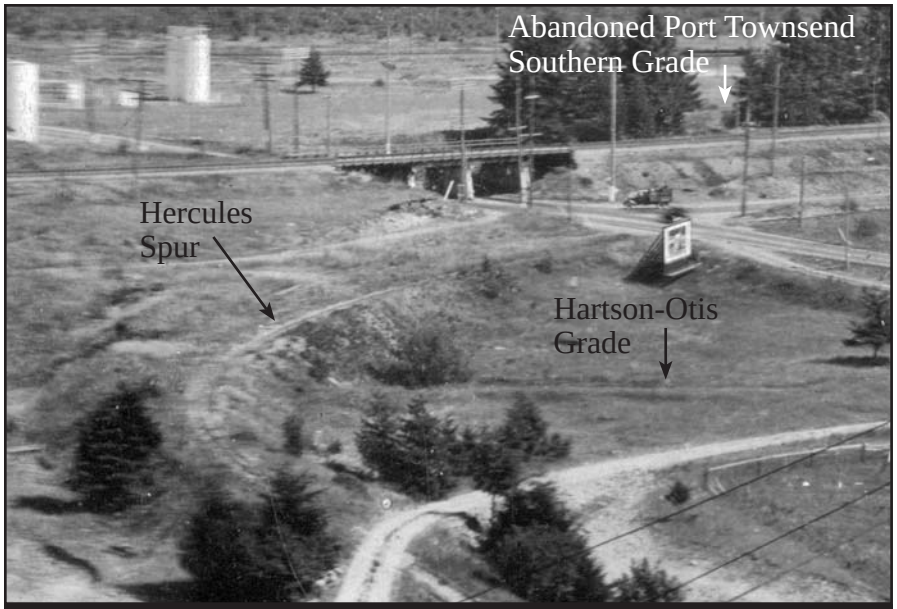


Figure 41-6 1930 View Southeast from Lemon Hill

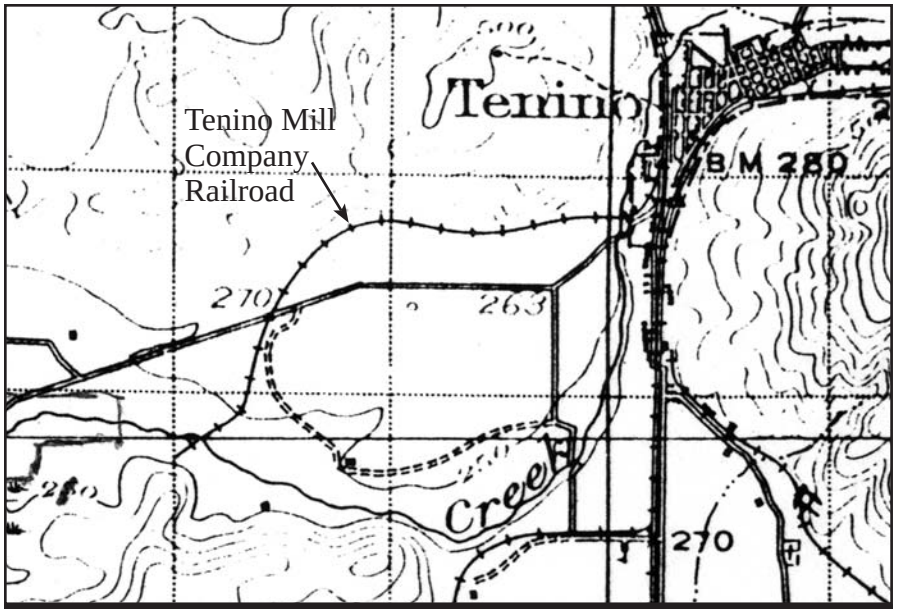


Figure 41-8 1916 U. S. Geological Survey Map

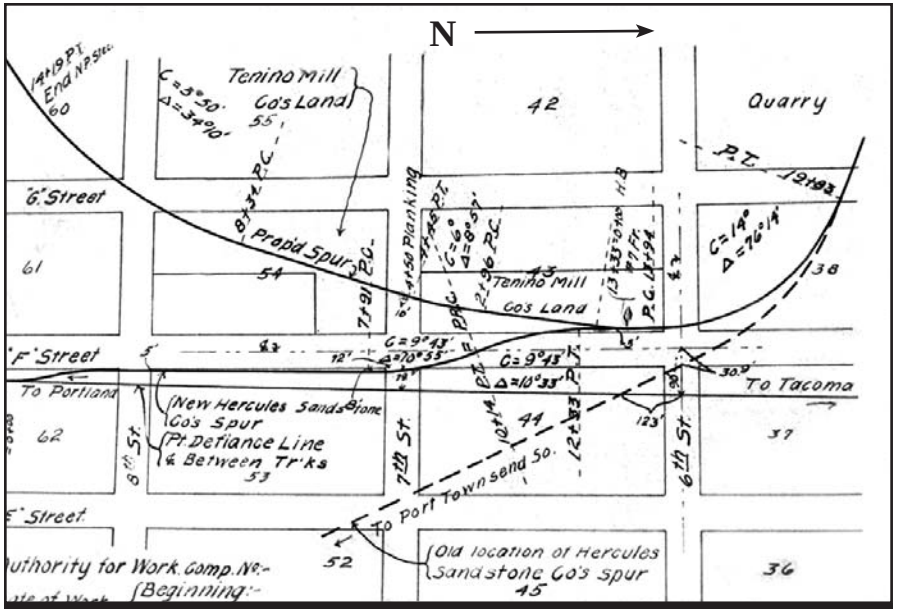


Figure 41-7 1912 Northern Pacific Railroad Map

the lower half of Block 43 and in an irregularly shaped portion of Block 54, both blocks being part of Snyder and Stevens Addition to Tenino. The mill company's spur passed through these blocks which, at the time, were owned by the Hercules Sandstone Company. These two properties were likely leased to the lumber company as a site for its mill.

An important fact should be kept in mind when trying to imagine where the Tenino Mill Company's mill stood. The current intersection between Old Highway 99 and Highway 507 did not exist when the mill existed. At that time, the predecessors of both roads ran together, in a north to south direction, along the east side of Block 43. The mill spur was immediately west of that road, on the eastern edge of the block. Currently, the junction point of these two highways lies precisely between the east and west halves of Block 43, at the north end of that block. In Figure 41-6, that point would be approximately 150 feet west of the intersection visible between the truck and the billboard. Today, the property where the mill was located lies immediately east of the north end of Highway 507, south of Old Highway 99.

The Tenino Mill Company was a partnership between the two Clark brothers, Delbert A. and John Frank. The latter called himself "Frank". Both moved from Wisconsin to Washington, where Delbert was associated with the Coal Creek Lumber Company of Lewis County. Frank found employment in a sawmill at

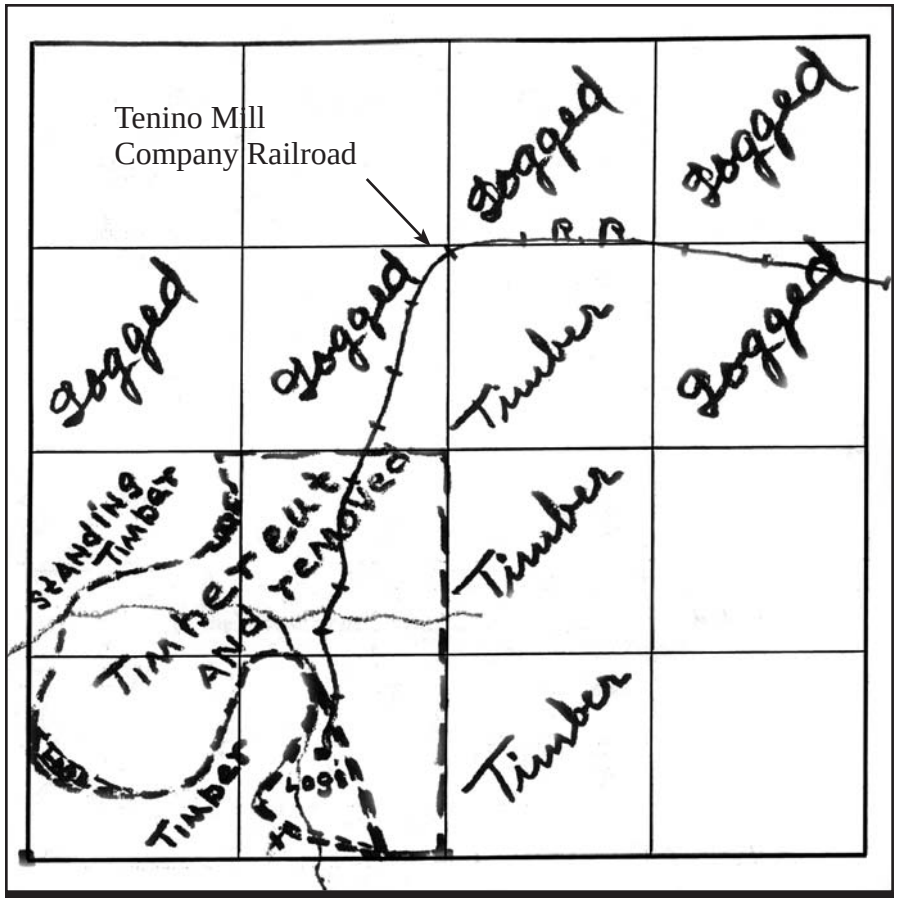


Figure 41-9 1916 Cruise of Section 34, T 16 N, R 2 W

Napavine. Delbert began organizing the Tenino Mill Company in 1912. He bought timber rights in Sections 34 and 35 of Township 16 North, Range 2 West. A railroad right-of-way was secured through Sections 25, 26, 34 and 35.

Part of the 1916 Geological Survey Map of the Chehalis Quadrangle is presented in Figure 41-8. It shows the extent of the line in 1914. Note that near Tenino, the highway between Grand Mound and Tenino was located in a position that differs significantly from the present path of Old Highway 99. The progression of logging in Section 34, as of 2 March 1916, can be seen in Figure 41-9. This figure comes from a cruiser's report sent to the Weyerhaeuser Timber Company and is preserved in that company's archive.

The *Timberman Guide* of 1919 reported that Delbert A. Clark was then the manager and purchasing agent for the Bucoda Logging & Lumber Company. Both Delbert and Frank resided in the 2nd Precinct of Tenino when the 1920 census was taken. Delbert's occupation was that of "laborer in sawmill," while Frank said that he was a "sawmill manager." It seems likely that by 1919 the Tenino Mill Company had exhausted the timber in proximity to its railroad, and was obtaining logs from other sources. As early as March, 1921, Frank Clark had become associated with J. T. Johnson to form the Johnson & Clark Lumber Company of Tenino.

Johnson and Clark probably were operating at the pre-existing Tenino Mill Company site in 1921. On 29 October 1923, the Johnson & Clark Lumber Company purchased property for a new mill. It was located in Block 38 of Snyder and Stevens Plat of Tenino, immediately north and east of the reconfigured spur to the Hercules Sandstone Company Quarry # 1. The buildings of the sawmill complex are visible in Figure 41-10, which is part of a Northern Pacific Railroad Valuation Map.

There is no evidence to suggest that the Johnson & Clark Lumber Company operated a logging railroad of its own. The business appears to have been prosperous when it was incorporated on 24 February 1926. At that time, the trustees were J. T. Johnson, J. F. Clark, and R. K. Marvin. Figure 41-11 is a 1928 photograph from Northern Pacific Railroad Joint Facilities Book # 4. It is presented courtesy of Brian Ferris and Jim Frederickson. The view is north, along the Point Defiance Line at Tenino. The track designated by the number "4" led to the Johnson & Clark mill and the Western Quarry (successor to Hercules Sandstone Quarry #1). The abandoned grade of the earliest Port Townsend Southern spur to Quarry #1 is also visible here, beneath a clump of fir trees in the center of the picture. The same grade (plus the old abandoned Port Townsend Southern mainline) is also visible on the right side of Figure 20-4, just behind the Point Defiance Line.

Not long after the photograph in Figure 41-11 was made, the Johnson & Clark Lumber Company fell on hard times. All mill structures except a waste wood burner were gone in 1930 when the photograph presented in Figure 20-4 was made. The organization was stricken from the roll of active Washington corporations on 1 July 1931, after failing to purchase a corporate license for more than three years.

One place where a trace of the Tenino Mill Company railroad can still be found is along Old Highway 99, west of Tenino. Figure 41-12 is a 2010 photograph made facing north approximately 300 yards west of the residence at 16343 Old Highway 99.

Although the railroad of the Tenino Mill Company existed for just a few years, it is a fine example of the small logging lines that were extensively used during the early industrial history of Thurston County.

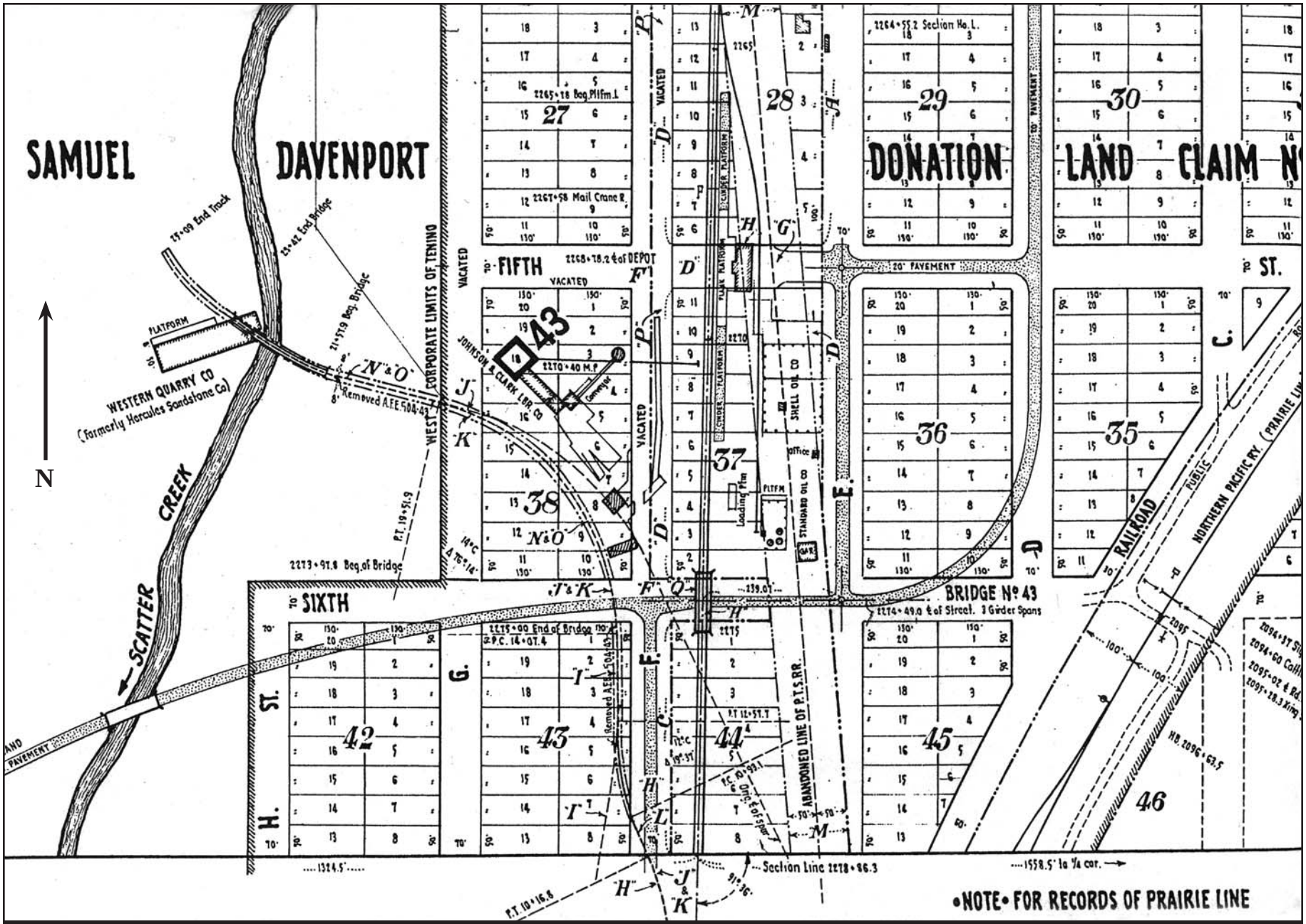


Figure 41-10 Post-1923 Northern Pacific Railroad Valuation Map

Tenino Mill Company

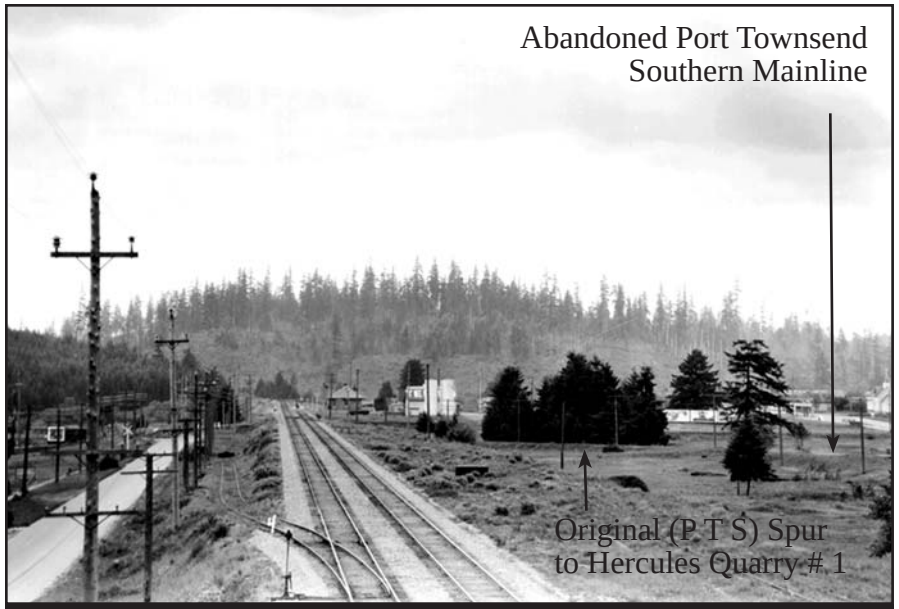


Figure 41-11 1928 View North, Origin of Spur to Mill

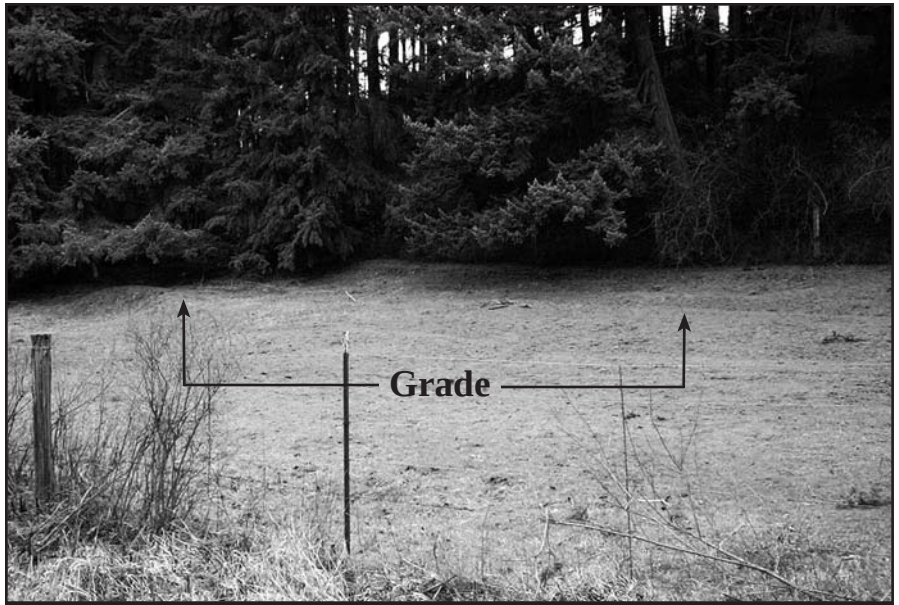
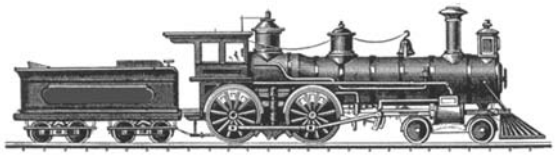
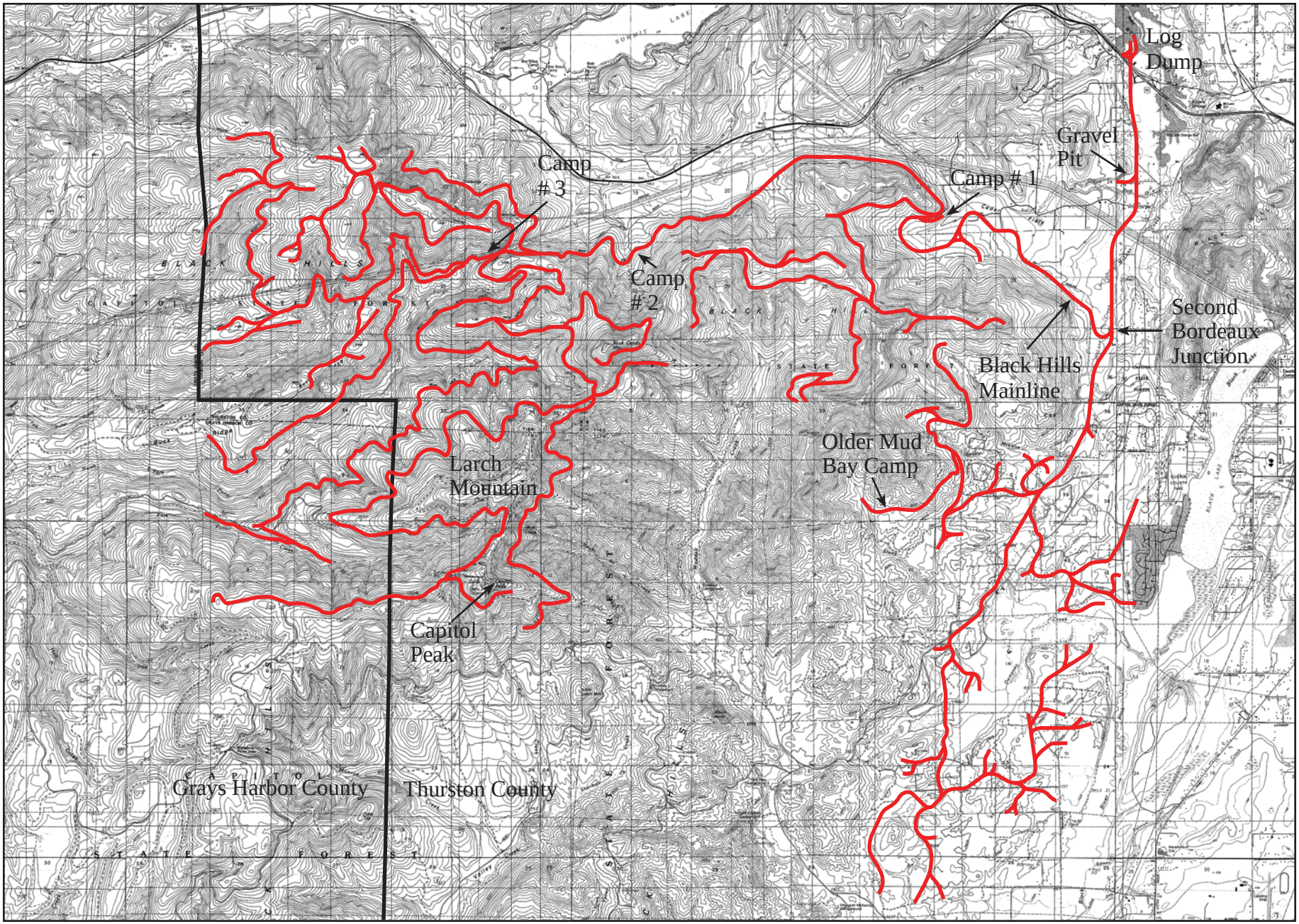


Figure 41-12 2010 View North from Old Highway 99





Combined Route Map of the Thurston County Railway and the Mud Bay Logging Company

42

Thurston County Railway Company

From 1911 until 1918, the official name for the railroad associated with the Mud Bay Logging Company was the Thurston County Railway Company. This logging line was also frequently called the Thurston County Central Railroad. The logging company and the railroad were legally independent entities, although a number of trustees served on the board of both corporations. The history of the Mud Bay Logging Company is tied closely to its President, Mark H. Draham, and to the Weyerhaeuser Timber Company. Draham arrived in Washington Territory in 1877. Several years later, he became the first General Manager of the Mason County Logging Company at the time it was incorporated in 1893. Shortly thereafter he left that company to pursue his own timber business. He briefly operated a short logging railroad in Thurston County in 1894, at Oyster Bay. A few years later, Draham incorporated the Western Washington Logging Company in December, 1898. Located at Shelton in Mason County, this business operated its own logging lines and used a connection with the Peninsular Railway to transport timber to tidewater. Draham also utilized the Shelton Southwestern Railroad for shipment of logs from some of his other Mason County timberland. At the end of the nineteenth century, this man was involved in all aspects of large scale lumbering in Mason County. There, the supply of trees was so extensive that it was not until the first decade of the 20th century that Draham needed to secure another source for logs. The locale he chose was in Thurston County. Eventually a new business resulted, called the Mud Bay Logging Company.

As early as 1904, he began purchasing land and timber rights in the region around the south end of Eld Inlet. The 22 September 1905 issue of the Montesano *Vidette* confirmed these holdings and reported that Draham was then negotiating to buy the old Puget Sound & Chehalis Railroad. Those talks fell through, and Draham began to contemplate building a completely new rail line. He commissioned R. H. O'Brien to make a survey, which was carried out between December of 1908 and January, 1909. Much of the surveyed right-of-way was purchased later in 1909. To consolidate his timber holdings, Mark Draham incorporated the Draham Timber Company in March of 1909. The Mud Bay Logging Company was officially incorporated on 29 March 1910. Draham and J. T. S. Lyle were the principal stockholders of the latter company. Later in 1910, the Weyerhaeuser Timber Company purchased some of the Mud Bay Logging Company stock. Permission was obtained in June, 1910, for the logging company's railroad to cross the county road that is now 2nd Avenue. Construction south from the log dump on Mud Bay began shortly thereafter. Draham incorporated the Thurston County Railway Company late in 1911. It was set up in order to separate rail operations from the business of logging. In a deed executed 11 December 1911, the logging company transferred all railroad related assets to the new corporation. The document provides a snapshot of the line as of that date. The mainline came south to a point just north of today's Alpine Drive, in Section 2, Township 17 North, Range 3 West. From there, a branch line led west, reaching the northeast quarter of Section 12 and the east half of Section 3. Also described was an extension of the mainline farther to the south, which had been surveyed and staked out, but not yet constructed. On the date the document was written, the extension ended in the southwest corner of Section 11, immediately north of the intersection of modern-day Waddell Creek Road and Delphi Road.

To obtain ballast for roadbed construction, a spur was built approximately 1.25 miles south of Mud Bay. It led to a gravel pit, which continued to be used during the entire operating life of the railroad. Figure 42-1 is part of a map sent to the Washington Public Service Commission in 1941. Both the gravel pit spur and the log dump were included in the diagram. Figure 42-2 is part of a 1936 aerial photograph of the region around the gravel pit.

In the early years, construction of the railroad proceeded as necessary to meet the transportation requirements of the parent logging company. As noted above, the operating mainline had reached the area north of Alpine Drive (then called Brown Road) by the end of 1911. In August of 1912, three additional grade crossings over county roads were requested when Case # 753 was submitted to the Public Service Commission of Washington. Two of them related to Brown Road and the third, somewhat farther south, to Delphi Road. A book produced after the first edition of this publication was printed, South Puget Sound Railroad Mania, devotes a chapter to the Mud Bay Logging Company's activity in the Alpine Hills region (specifically, see page 108 of that book).

As the line was extended farther south, an additional crossing application (Case #1565) was submitted to the Public Service Commission in September, 1913. It requested a crossing over what is now Waddle Creek Road, approximately 50 feet west of the intersection between that road and Delphi Road. In 1913, this portion of Waddell Creek Road was part of Sherman Valley Road. Draham included a brief description of this part of the railroad with the application: "We are constructing a branch line of railroad which will be approximately 4 miles long and it starts at a point in Section 2, 17 North, 3 West, and runs in a southerly direction through Sections 11 and 14 and into Section 27. . ." Figure 42-3 comes from the Weyerhaeuser Archive. This undated map is designated R G # 9 Maps, T 13-19N,

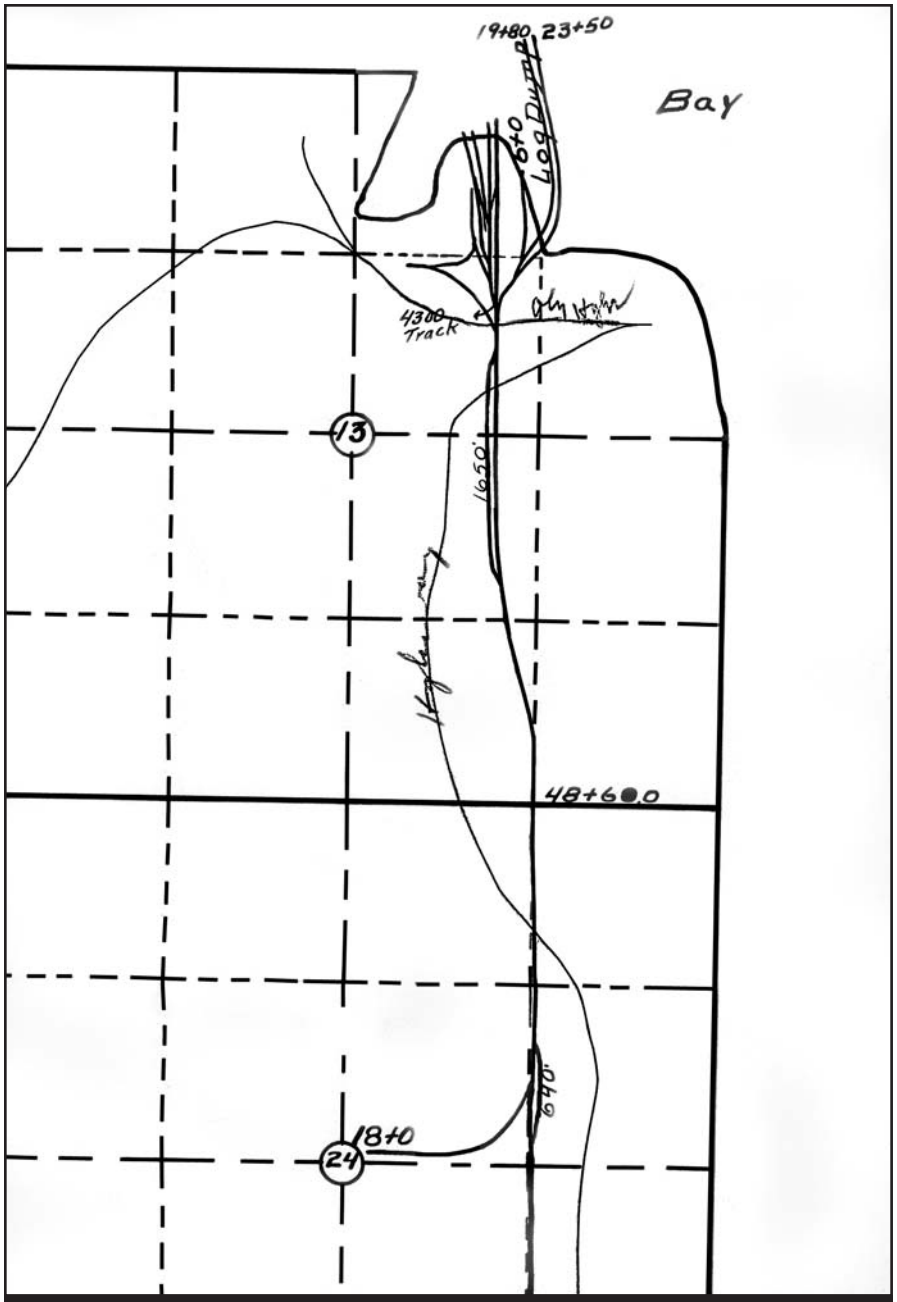


Figure 42-1 1941 Map of Log Dump and Gravel Pit

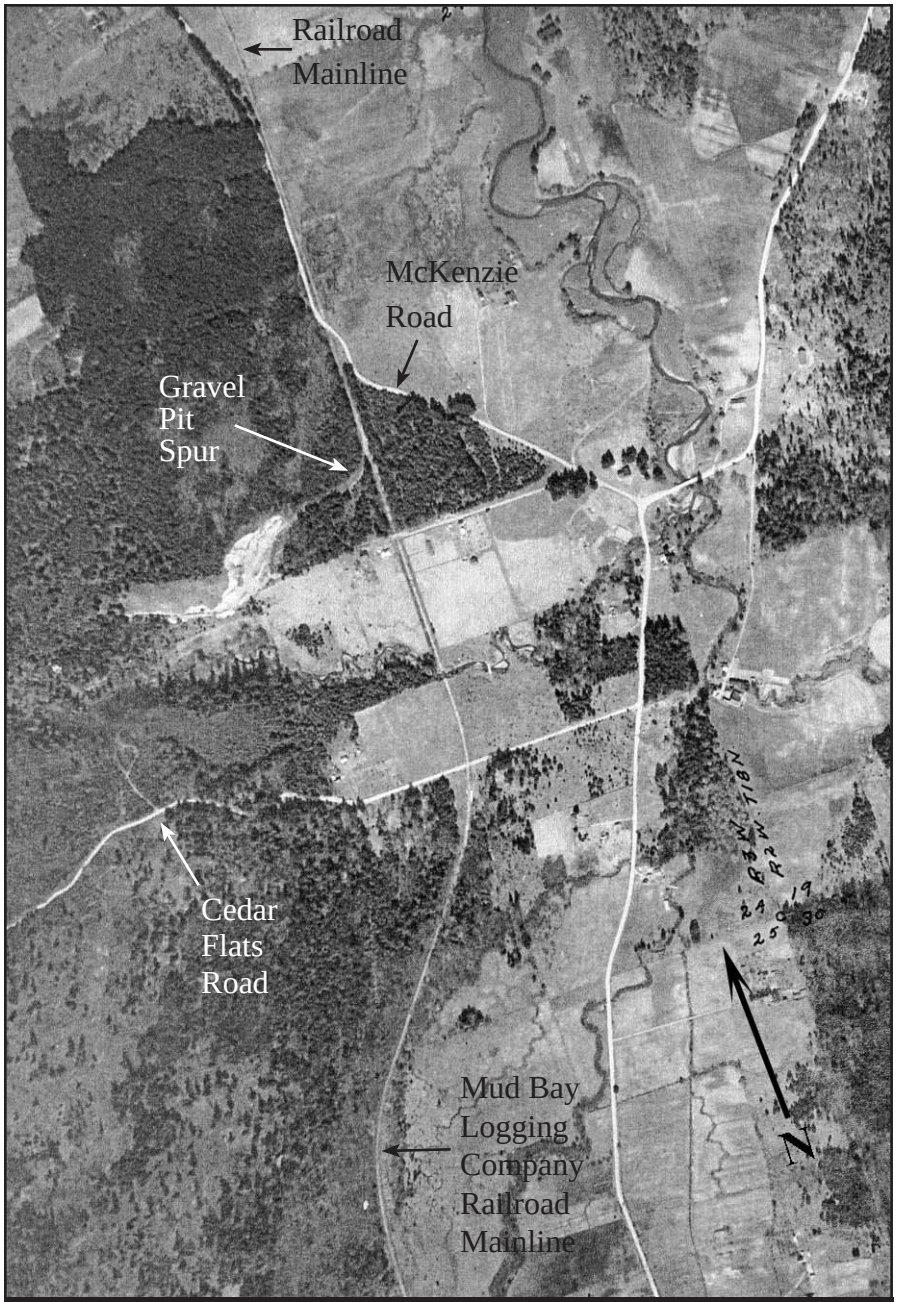


Figure 42-2 1936 Aerial Photograph of Gravel Pit Spur

Thurston County Railway Company

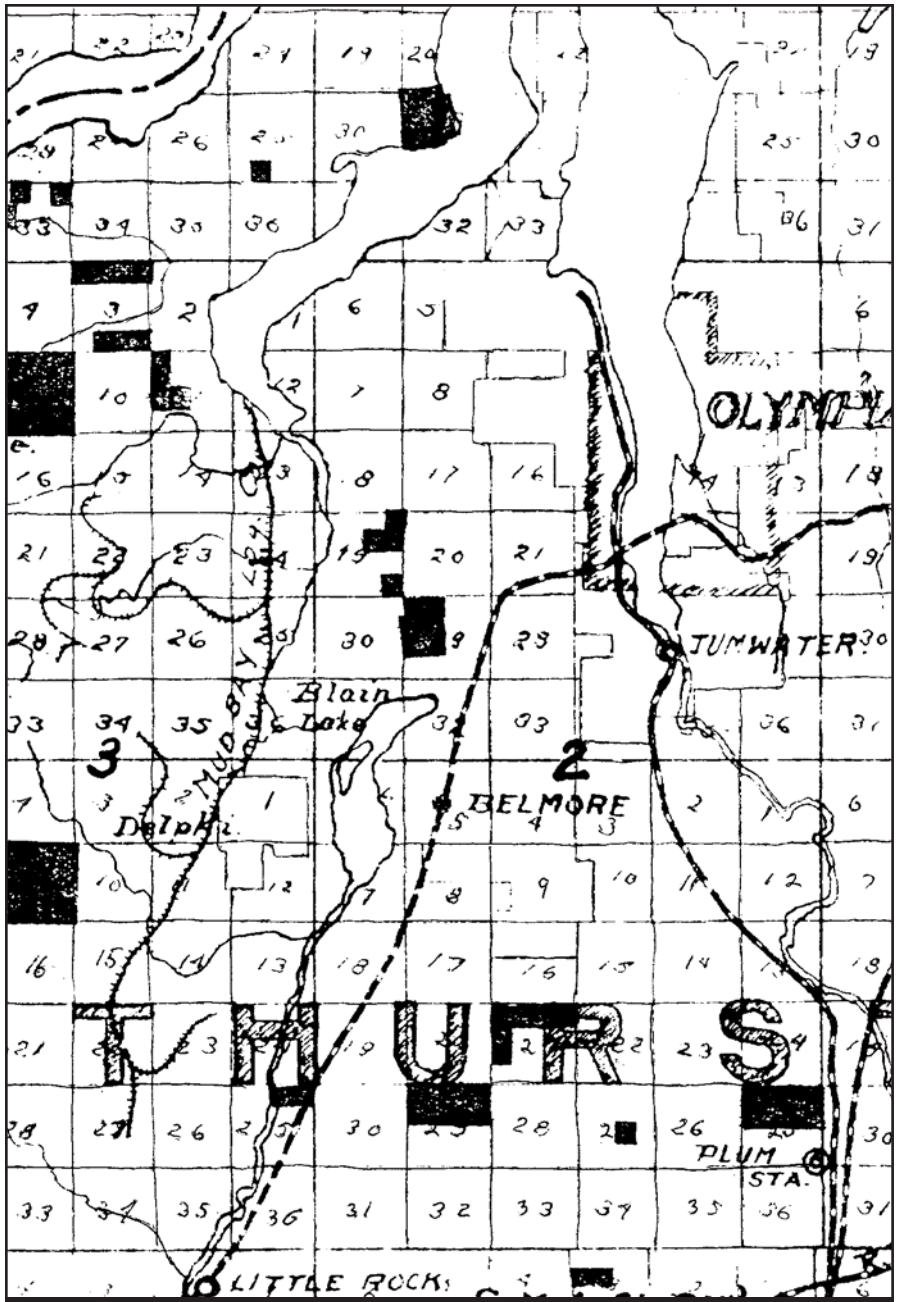


Figure 42-3 C. 1917 Map from Weyerhaeuser Archive

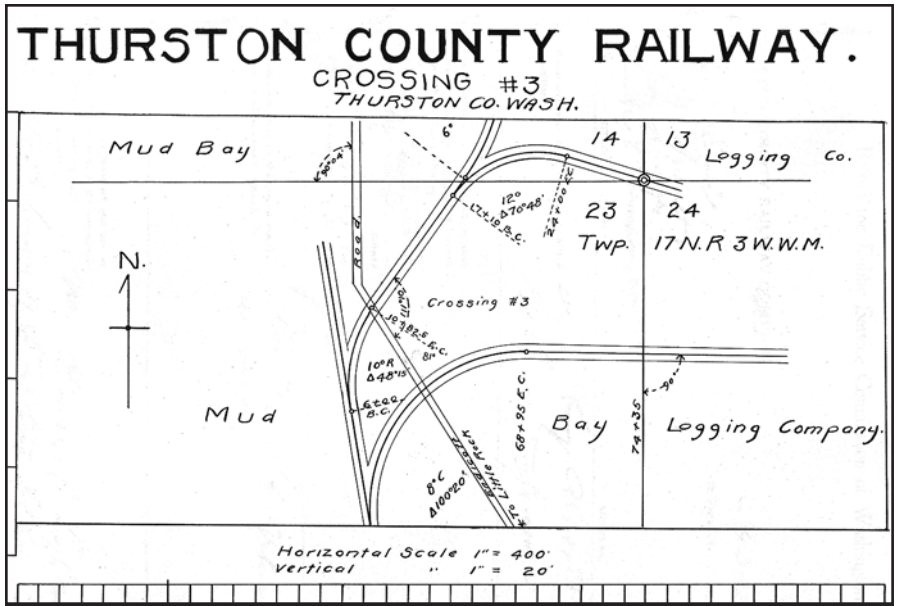


Figure 42-4 1917 Crossings of Endicott (Delphi) Road

R 1W-8E. A preponderance of opinion suggests that it was produced between 1917 and 1918. The rail line that reached Section 27 is visible. This was to be the farthest southern extent of the Thurston County Railway. Somewhat northeast of that location, the logging railroad built one of its last new grades before constructing its western extension into the Black Hills. Late in 1916, the logging company bought timber in the southeast quarter of Section 14 and in the northwest quarter of Section 24, both in Township 17 North, Range 3 West. The transaction was recorded in Thurston County Deed Book 94, page 106. To reach that property required applying for permission to cross Endicott Road (now Delphi Road). Three separate crossings were requested. The most northerly two were shown on a map that accompanied Case # 4392 when it was heard by the Washington Public Service Commission. It is reproduced in Figure 42-4.

During its existence, statistics describing the Thurston County Railway were found in various timber related publications. The November, 1912 edition of *The Pacific Lumber Trade Journal* noted that 7.3 miles of track were in use. The Development of Railroads in the State of Washington 1860 to 1948 gave a length of 11.9 miles for the railroad in 1913. The March, 1913 issue of *The Timberman* reported 13 miles being operated, utilizing one Heisler and two Baldwin locomotives. The same numerical statistics were found in the 1917 issue of the Western Railway and Logging Directory, which reported data gathered in 1916.

The region of the Black Hills was the second, and final area harvested by the Mud Bay Logging Company. The timber there lay immediately west of the company's existing railroad, but in much more hilly terrain. Draham arranged for the Trustees of the Thurston County Railway Company to meet on 18 March 1916. Then and there he announced: "The purpose of calling the meeting is to consider the construction of a railroad from a point on the present railroad, in Section 36, 18 North, 3 West, in a northwesterly direction through township 18 North, Ranges 3 and 4 West, 4 miles of which has been surveyed and located." Construction of this new part of the railroad commenced shortly thereafter and that line remained in use until the railroad was torn up in 1941. As will be discussed later, the place where the new track diverged from the older line to the south became known as "Bordeaux Junction" after 1930. This probably caused some confusion at that time, because a different, distinct "Bordeaux Junction" already existed. That spot was on the Northern Pacific Railroad's T O & G H line, at the origin of a spur to the town of Bordeaux. The second, new "Bordeaux Junction" was located slightly south of the west end of 40th Avenue (also known as Daubel Road).

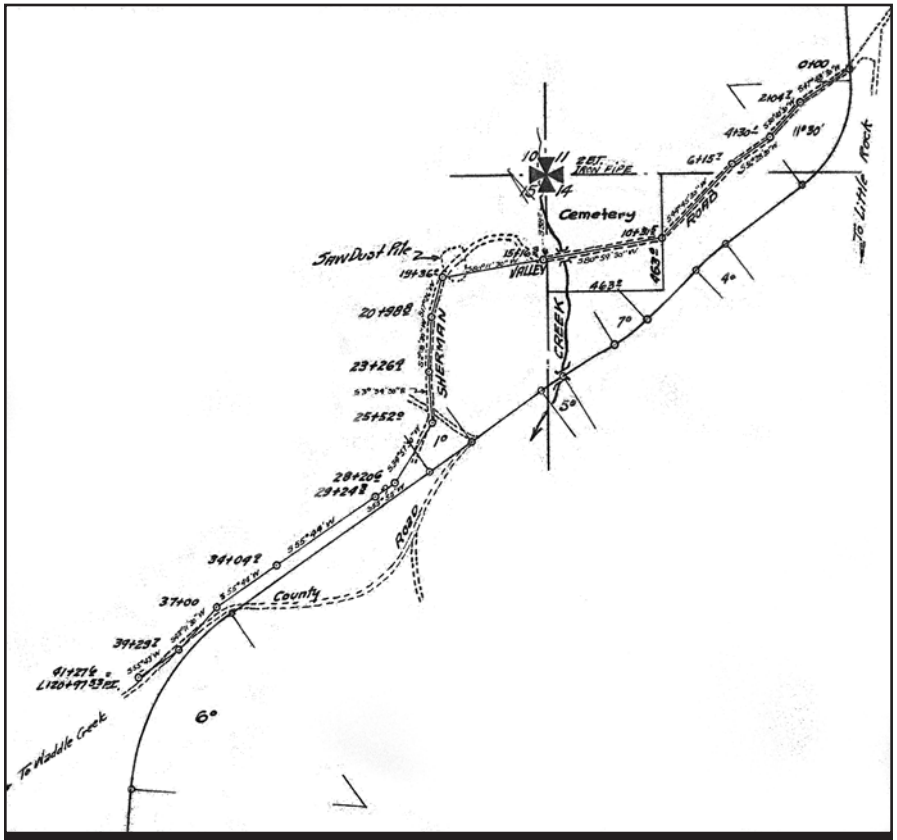


Figure 42-5 1930 Reactivated Grade near Lake Lucinda

Thurston County Railway Company

Close inspection of Figure 42-3 leads to an interesting dilemma. The branch line seen originating from the Mud Bay mainline in the northern part of Section 25, Township 18 North, Range 3 West, does not correspond very well to the new Black Hills mainline described in the previous paragraph. The new mainline separated from the older one at a point in the northern part of Section 36. But is this discrepancy due merely to an inaccuracy of scale that occurred when the Weyerhaeuser map was drawn? Or was there, at one time, an actual spur to the southwest that left the mainline approximately one mile north of Bordeaux Junction? That there might have been such a spur is suggested by personal correspondence with R. Dale Jost, M. D. He recalled that in the 1980s, the archive of the Pope & Talbot Company (at Port Gamble, Washington) contained a map which left no doubt that several small Mud Bay branches existed, at some time early in the history of the logging company, southwest of the gravel pit spur. Unfortunately, access to the Pope & Talbot Archives is currently unavailable. Barring rediscovery of that map, it seems most reasonable to consider the branch line mentioned earlier in this paragraph as representing the new Black Hills mainline, which had been surveyed 1-2 years before this map was published.

Eventually it became practical to merge the logging and railroad activities of the Mud Bay Logging Company into a single organization. The Thurston County Railway Company was dissolved on 1 April, 1918. Thereafter, the railroad came under direct control of the parent organization. The dissolution document specified the grades in operation upon that date. No track was mentioned south of Section 11, suggesting that the right-of-way beyond that point was already abandoned.

In 1910, the Weyerhaeuser Timber Company became one of the owners of the Mud Bay Logging Company. By 1930, it owned approximately 37 percent of the company's stock. The Mason County Logging Company, located in the Black Hills, also developed a business relationship with the Mud Bay Logging Company. In October, 1930, an agreement was reached through which some of the abandoned Thurston County Railway line to the south was reactivated for the use of the Mason County Logging Company. The latter organization wished to ship logs from the Mud Bay log dump, and also to receive supplies there by boat.

Commencing near the intersection between the current (2012) location of Sherman Valley Road and Waddell Creek Road, the Mason County Logging Company constructed a new right-of-way connecting its rail system and a point in Section 15, Township 17 North, Range 3 West. At that spot, it joined the abandoned Thurston County Railway line and followed it (with one short deviation to be described later) north to the place that was to become the new "Bordeaux Junction." After 1930, loaded log cars were left on a siding at the junction and then handled by a Mud Bay locomotive and crew over the three miles to the log dump.

Figure 42-5 is part of a map prepared by the Mason County Logging Company in 1930. At that time, the county road in this section was called Sherman Valley Road (now it is Waddell Creek Road). It seems evident that between 1918 and 1930, Thurston County had acquired some abandoned Thurston County Railway grades and was using them as part of the county road system. When a railroad was reinstalled in Section 15, part of the county road had to be relocated. In this figure, the reused Thurston County Railway right-of-way is in the upper right quadrant. Figure 42-6 is part of a 1944 Corps of Engineers aerial photograph of this area. Many of the features discussed here were still visible.

There is evidence suggesting that the Mason County Logging Company also reused abandoned Thurston County Railway grades in Sections 15, 22, 23, and 27 of Township 17 North, Range 3 West. Figure 10-2 is part of a map of the Mason County Logging Company's rail system. It was first produced in 1935 and revised in 1940. Figure 10-3 is part of the 1941 Corps of Engineers map of the Gate Quadrangle. In the latter map, an operating railroad is shown by a continuous hatched line, while an abandoned right-of-way is represented by discontinuous hatching. Both figures suggest that a connection had existed between the active Mason County Logging Company railroad and some older Thurston County Railway grades. However, no deed record could be found to confirm this suspicion. Such a link would have been used to clean up smaller tracts of timber that were left over after the Mud Bay Logging Company finished working in these sections. The purported linkage in Figure 10-3 is quite steep in one place and may have represented a truck road.

The place to begin a tour of this line is at Mud Bay. Figure 42-1 displays the track plan at the log dump. After entering the terminal area from the south, the mainline connected with a wye for turning locomotives. The wye was west of this segment of rail, which was collectively called the oil track. The oil track extended north onto a trestle that was used to unload supplies, such as oil used as locomotive fuel. The oil track is the setting for the illustration on page 348. This drawing depicts Engine # 3, a Baldwin Saddle Tank locomotive, standing next to the water tank at Mud Bay. This locomotive was built in 1908 for Draham's Western Washington Logging Company and came to Mud Bay about 1910.

The log dump can be reached from Highway 101 by exiting at Mud Bay Road and travelling west on Madrona Beach Road for a few hundred yards. A turn north onto Oleary Street will place you on the former railroad mainline. It is no longer possible to follow O'Leary Street all the way to the place where the oil track trestle existed. However, remnants of that trestle were still visible in 1999 and appear in Figure 42-7. This photograph was made facing northwest from a position east of the degraded pilings.

The main dump trestle was the largest of three additional trestles located east of the oil track. It originated from the mainline immediately south of the south leg

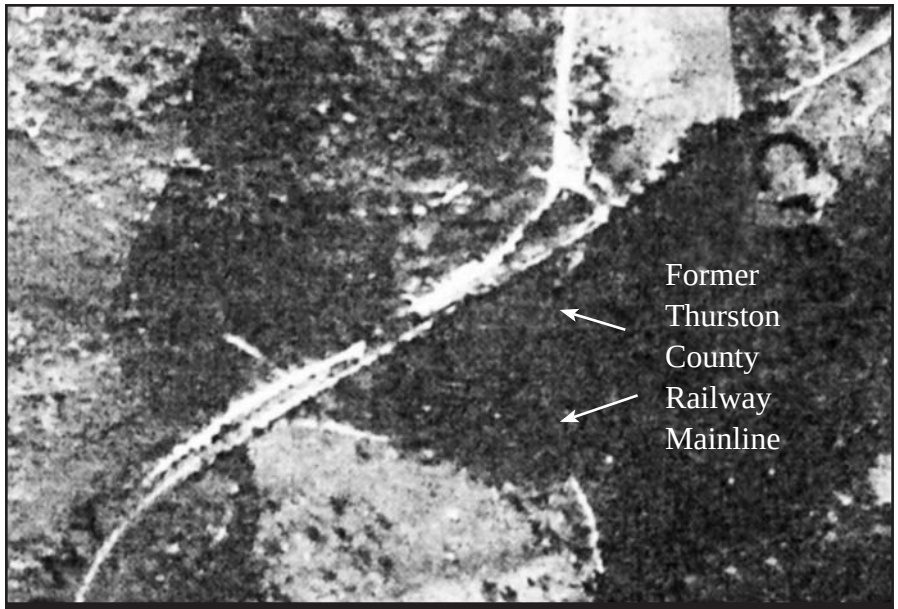
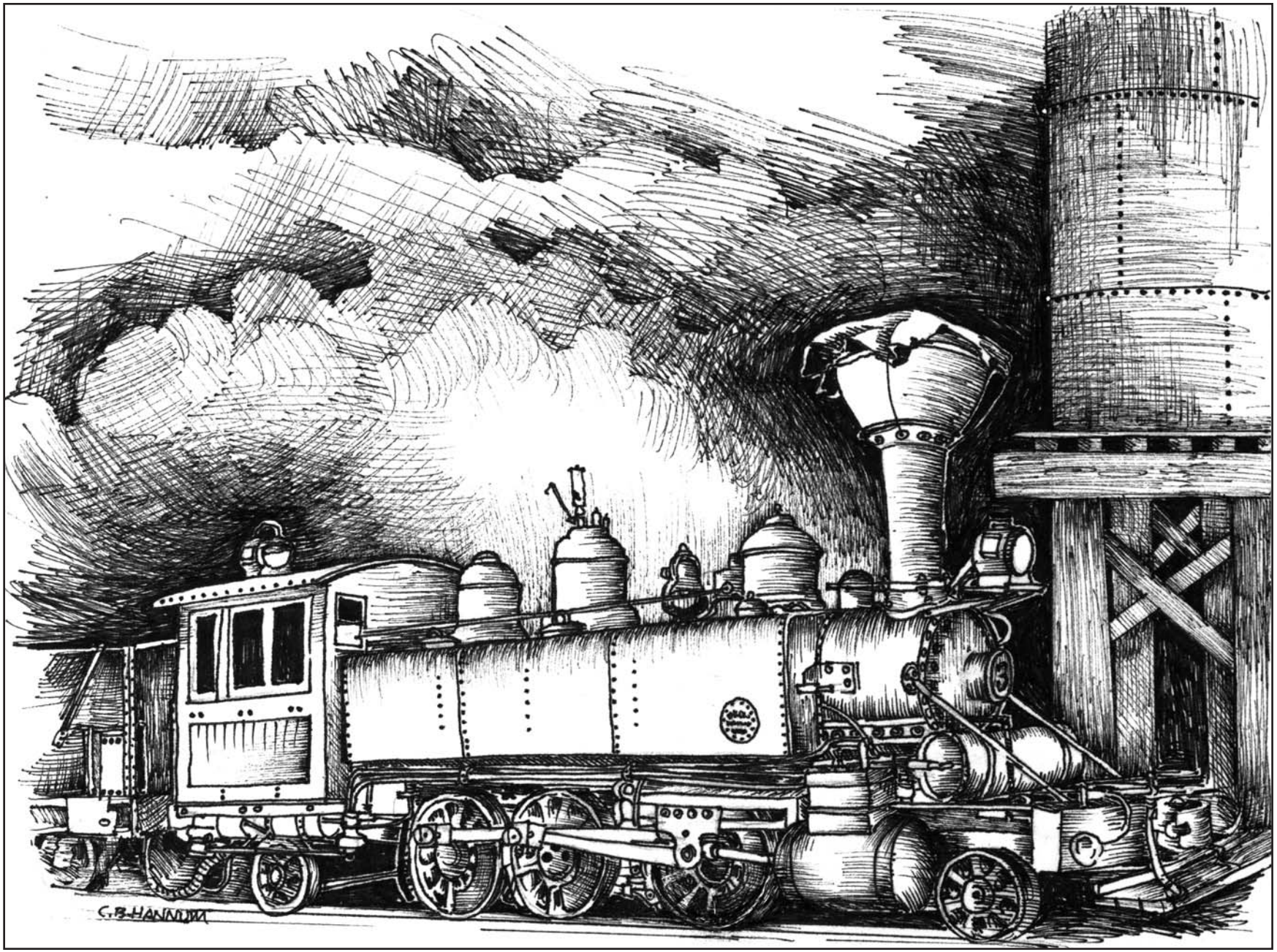


Figure 42-6 1944 Aerial Photograph near Lake Lucinda

Figure 42-7 1999 Pilings from the Oil Track Trestle



Thurston County Railway Engine # 3 on the Oil Track, next to the Water Tank at Mud Bay

Thurston County Railway Company

Figure 42-8 Engine # 4 on Main Dump Track Trestle at Mud Bay

of the wye. Figure 42-8, courtesy of Albert Farrow, is an old photograph that faces north along the main dump trestle. Engine # 4 is stopped after backing a string of log cars onto the trestle. At the rear of the train "the unloader" is at work. The tip of the oil track trestle is visible at the far left. Figures 42-8, 42-9, and 42-10 came from the collection of Neil Shannon. Figure 42-9 is a closer look at the unloader, near the north end of the trestle. Figures 42-10 and 42-11 show "the unloader" doing its job. Neil Shannon's father has one foot resting on a piling in Figure 42-11. Figure 42-12 is a photograph obtained in 1999 from a position north of Bayside Business Park. It was made looking north at the place where the main dump trestle originated.

After leaving Mud Bay, the grade crossed 2nd Avenue at 5450 2nd Avenue and then coursed south through a large open field. It is visible as an elevation in Figure 42-13, which was obtained in 1999 while looking south from 2nd Avenue. The location is between the south end of the eastbound exit from Highway 101 and the south end of the county road designated Old Highway 410.

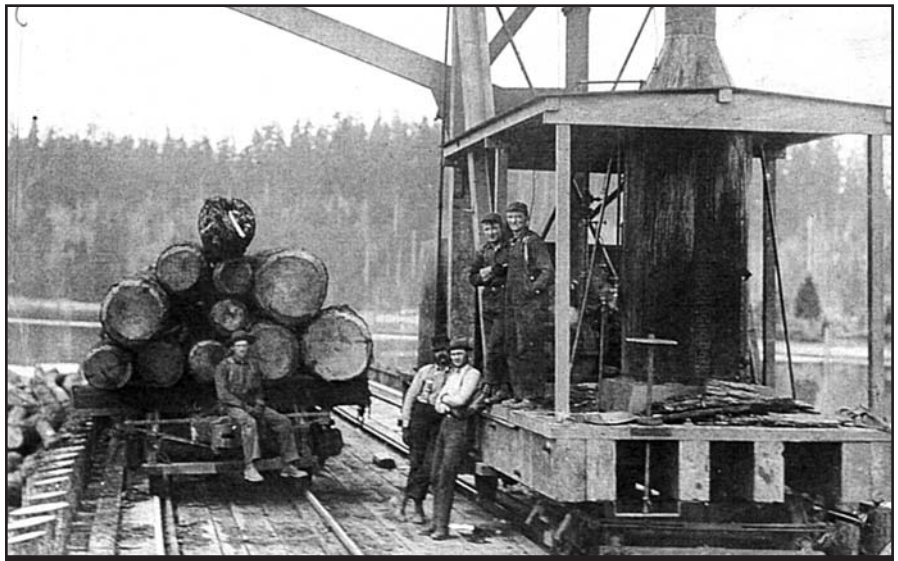


Figure 42-9 The Unloader at N End of Dump Trestle

Figure 42-10 The Unloader Dumping Logs

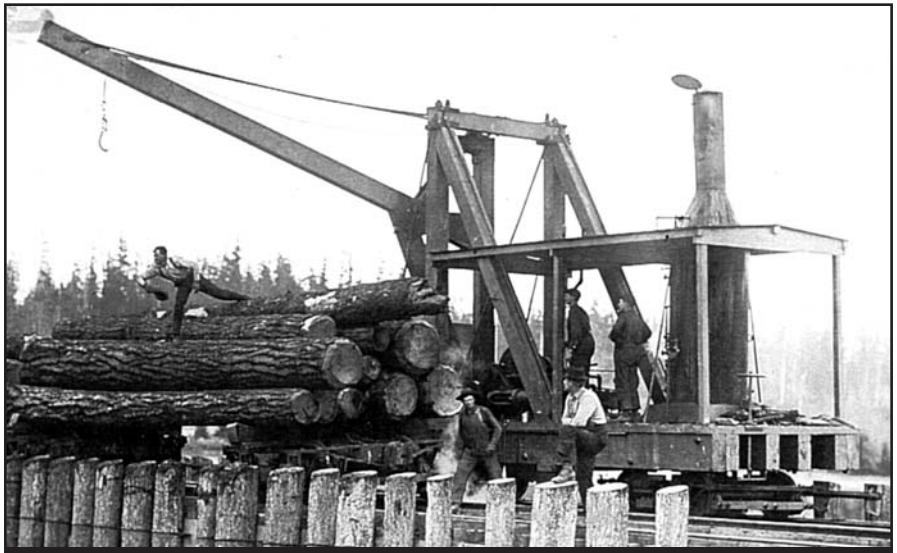


Figure 42-11 Father of Neil Shannon in Foreground

Figure 42-13 1999 View South from 2nd Avenue

Figure 42-12 1999 Pilings of the Main Dump Trestle

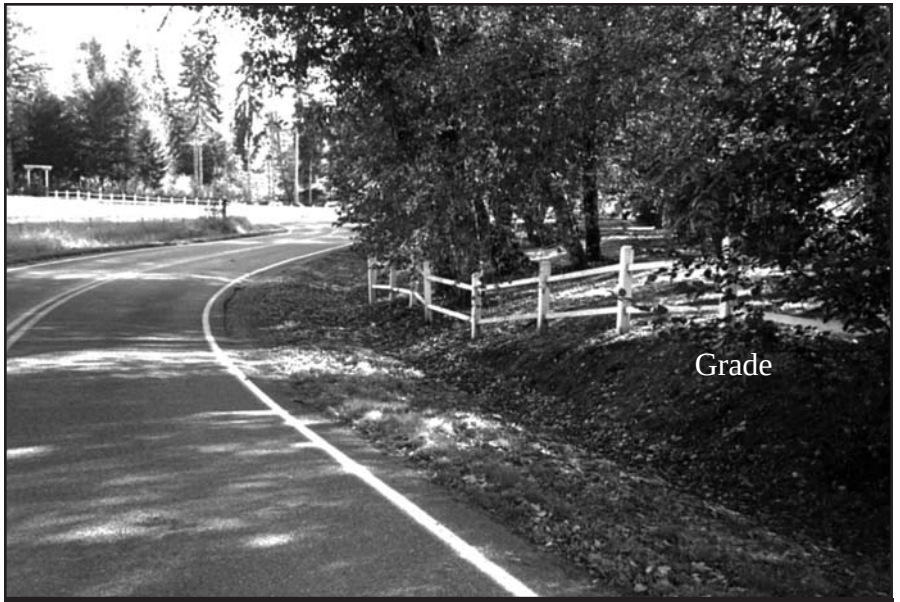


Figure 42-14 1999 View South at 1507 McKenzie Road

Farther south, the grade crossed McKenzie Road immediately north of the residence at 1507 McKenzie Road. Figure 42-14 was obtained at that address in 1999 and is a view toward the south. Continuing south, turn right at Delphi Road and then again at Cedar Flats Road. The right-of-way can be seen on the north side of the latter road, as a slight elevation in the wooded area immediately east of 5502 Cedar Flats Road.

Many of the grades built within the Black Hills by the Mud Bay Logging Company have been converted into truck roads. Those are easily found. However, little of the grade between Bordeaux Junction and the Black Hills is accessible to the public. One exception can be found at 7120 Munson Drive, located in Section 23 of Township 18 North, Range 3 West. To reach this area, drive farther west along Cedar Flats Road and turn left at Munson Drive. Figure 42-15 is a 2010 photograph made at the address above, while facing northwest. An oval depression, visible behind the top of a fence post in the center of the picture, indicates where the railroad used to be. On the immediate right side of the image, a pipeline has been built which, south of Munson Drive, removed all trace of the grade. Farther northwest from the position where Figure 42-15 was made, a red outbuilding stood upon the grade. Figure 42-16 is a photograph that was made beyond that building, facing northwest along a filled right-of-way.

Credit for the photograph that appears in Figure 42-17 goes to Clark Kinsey, and is courtesy of the University of Washington Library. In this view that faces southeast, the photographer was uphill from Camp #1. Numerous segments of track are present. Across the valley, at the base of the hill, the Black Hills mainline ascends in a sweeping curve before crossing Swift Creek (not visible here) and reaching the camp. Within the camp, the mainline is not prominently seen, but a label identifies it. A logging engine and oil tank car sit on a side track in the middle of the photo. Farther down the hill, the dirt road to Olympia descends on the left. That road is now Baker Road, and it connects to Cedar Flats Road. In the foreground, a visibly prominent logging spur climbs the hill behind the camp. The current postal address for the place where Camp #1 existed is 2313 Baker Road.

The Black Hills was a popular place to photograph Mud Bay Logging Company equipment. Engine # 4 appears again in Figure 42-18. Vicki McKinnon supplied Figures 42-19 through 42-21. Figure 42-19 was produced in 1926 as Engine # 6 worked with two loads of ballast. This two truck Heisler locomotive was purchased in 1924. It was busy moving a camp building in 1928 when Figure 42-20 was made. Engine # 7 was a three truck Heisler. Figure 42-21 was made approximately 1931 in the Black Hills while that locomotive stood beside two water tanks at Camp # 3. Camp # 3 was located in the northeast quarter of Section 26, Township 18 North, Range 4 West. Figure 42-22 is a photograph of Crane #1 provided by Peter Replinger. The picture was taken during clean-up of a 1928 wreck at Camp # 3, soon after the crane was built. Engine # 8 was bought from the Baldwin Locomotive

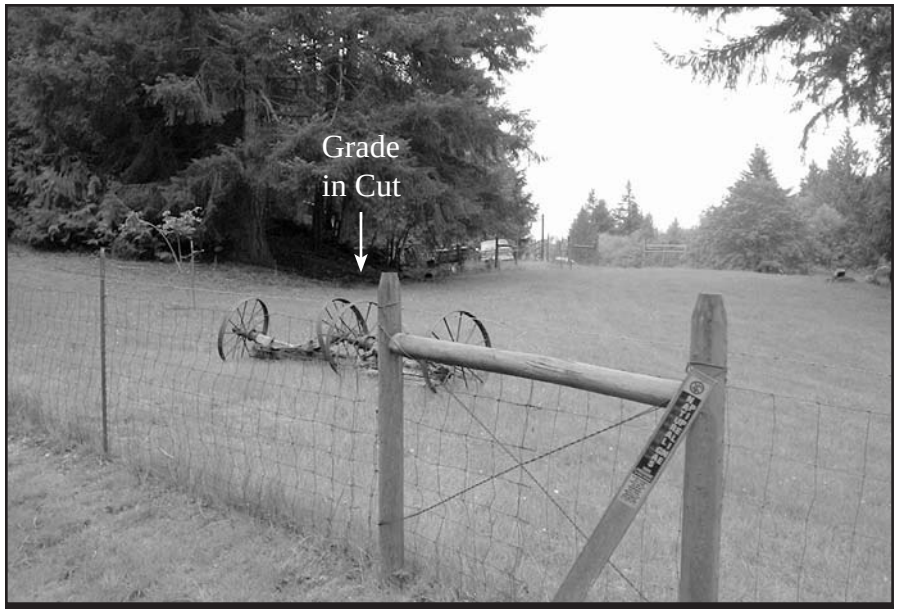


Figure 42-15 2010 View NW at 7120 Munson Drive

Figure 42-16 2010 View NW beyond Red Outbuilding

Figure 42-17 Post-1916 View Southeast across Mud Bay Logging Company Camp # 1

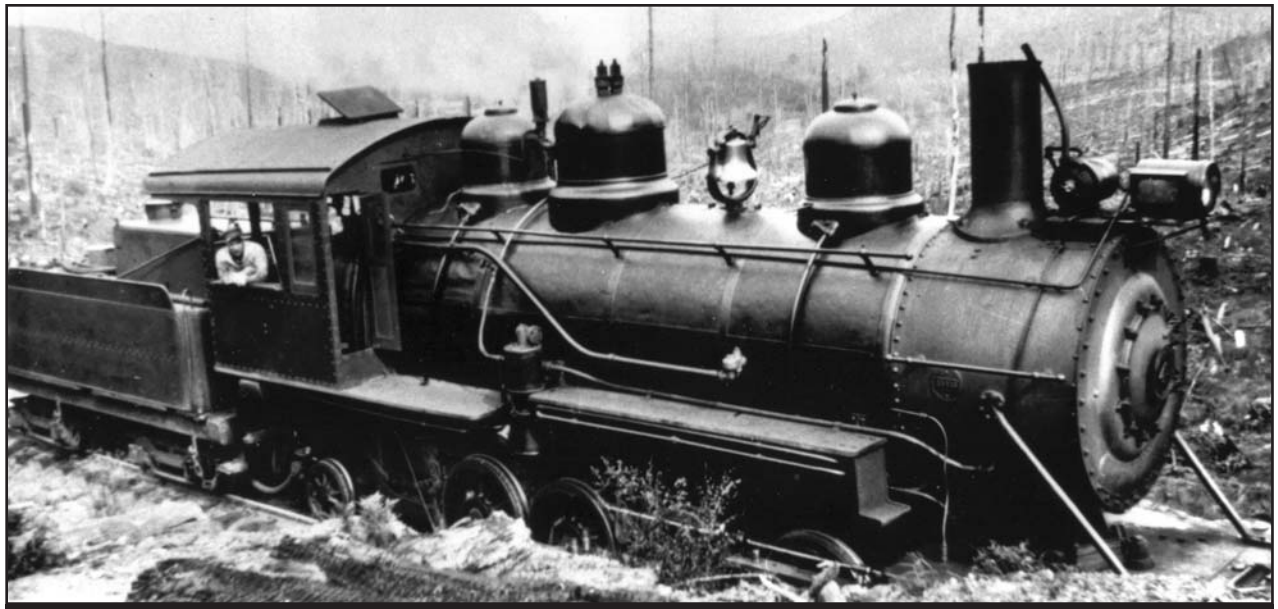


Figure 42-18 Engine # 4 in the Black Hills

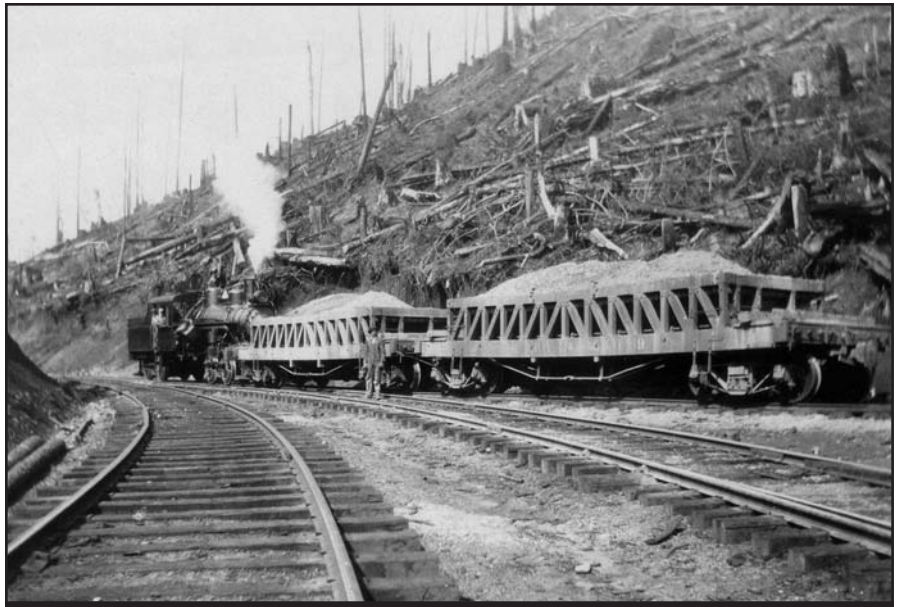


Figure 42-19 1926 Engine # 6 with Ballast Train

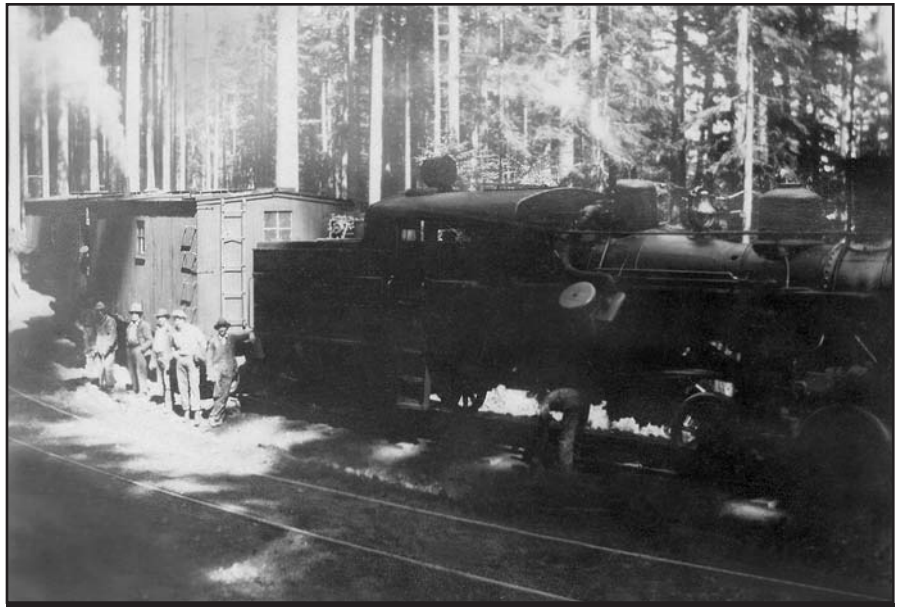


Figure 42-20 1928 Engine # 6 Moving a Camp Building

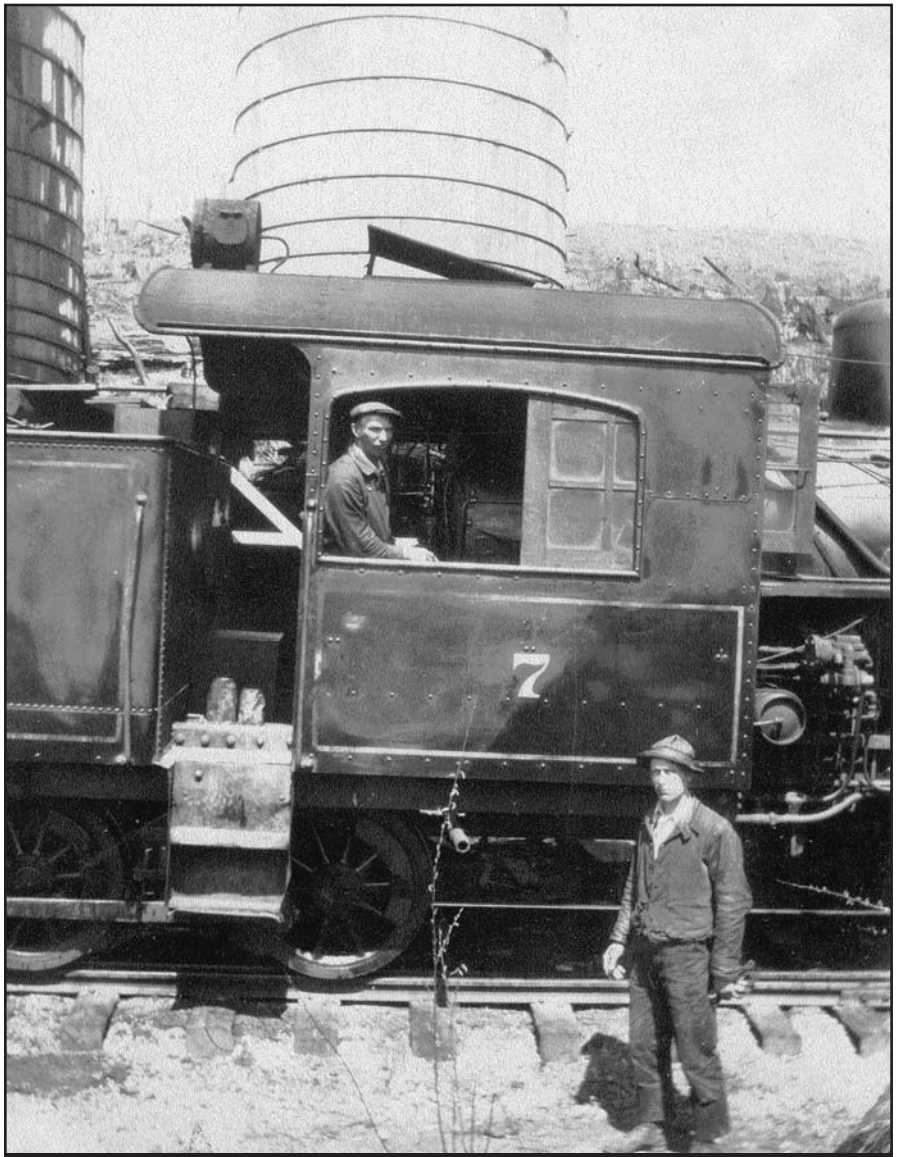


Figure 42-21 1931 Engine # 7 at Camp # 3

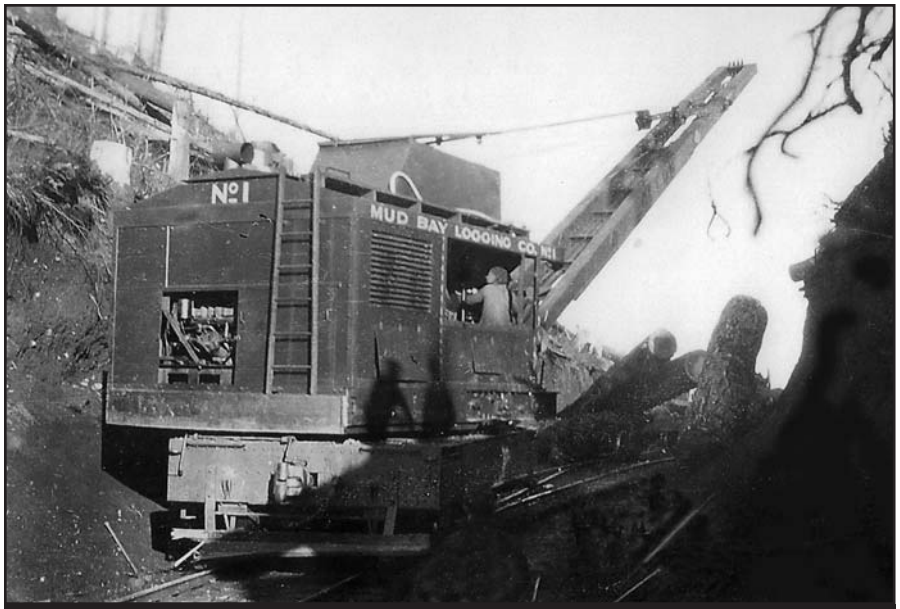


Figure 42-22 1928 Crane # 1 at Wreck near Camp # 3

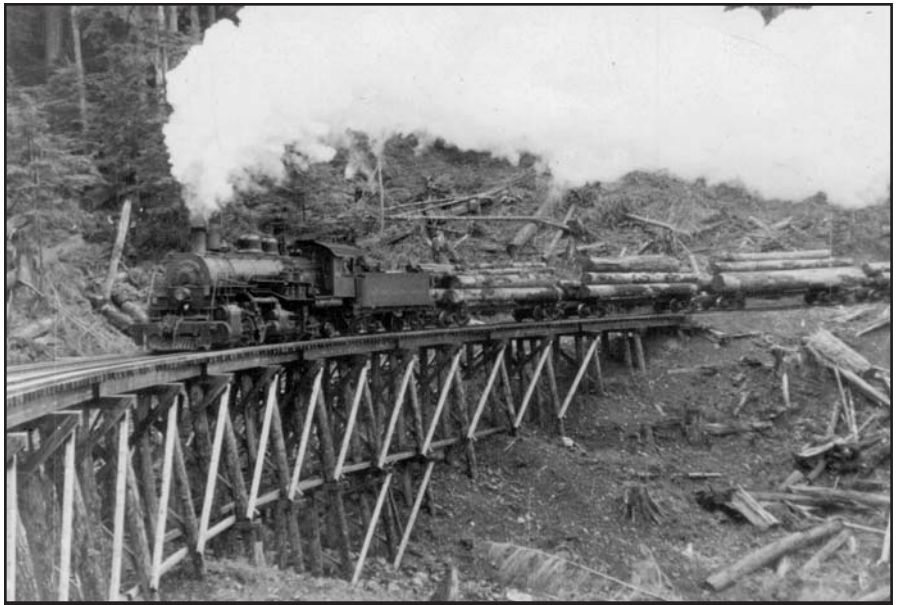


Figure 42-23 Engine # 8 at Foot of Larch Mountain

Figure 42-24 1999 View South, 2nd Bordeaux Junction

Figure 42-25 1941 View North, 2nd Bordeaux Junction

Works in 1928 and now rests in Snoqualmie, Washington at the Northwest Railway Museum. Figure 42-23 captured it crossing a trestle at the foot of Larch Mountain, approximately four miles south of Summit Lake.

Return to Delphi Road and drive south, then turn west on 40th Avenue (Daubel Road). At the end of that road, Figure 42-24 is a 1999 view looking south. The road in the center of the picture occupies the grade of the Thurston County Railway mainline to the south, later reopened for use by the Mason County Logging Company. The driveway curving to the right sits upon the Mud Bay Logging Company's Black Hills mainline. The second Bordeaux Junction was at the V where these two roadways converge. Taken in the opposite direction, Figure 42-25 is a photograph made at the same place in 1941. It was given to Peter Replinger by George McIvor. The view is north, as Mud Bay Logging Company Engine # 8 stands on the track leading west to the Black Hills. The line to the south, operated then by the Mason County Logging Company, is visible in the lower right part of the picture.

Following the latter line to the south, the right-of-way can be easily explored within the grounds of the McLane Creek Nature Trail. Continuing to a location farther south, the abandoned mainline can no longer be recognized at the point where it crossed Alpine Drive. However, Figure 42-26 can be used to identify the location

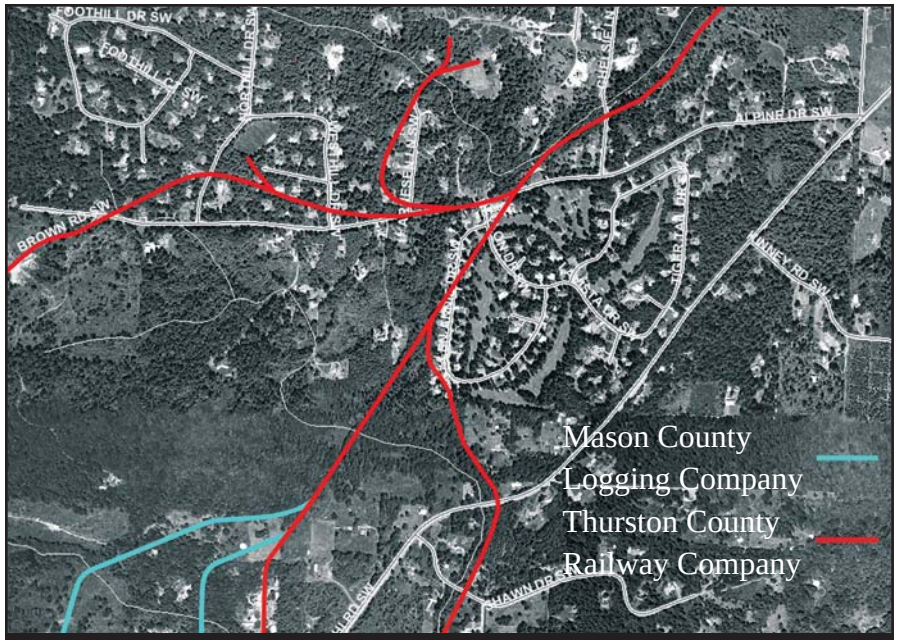


Figure 42-26 1993 Grades in Region of Alpine Hills

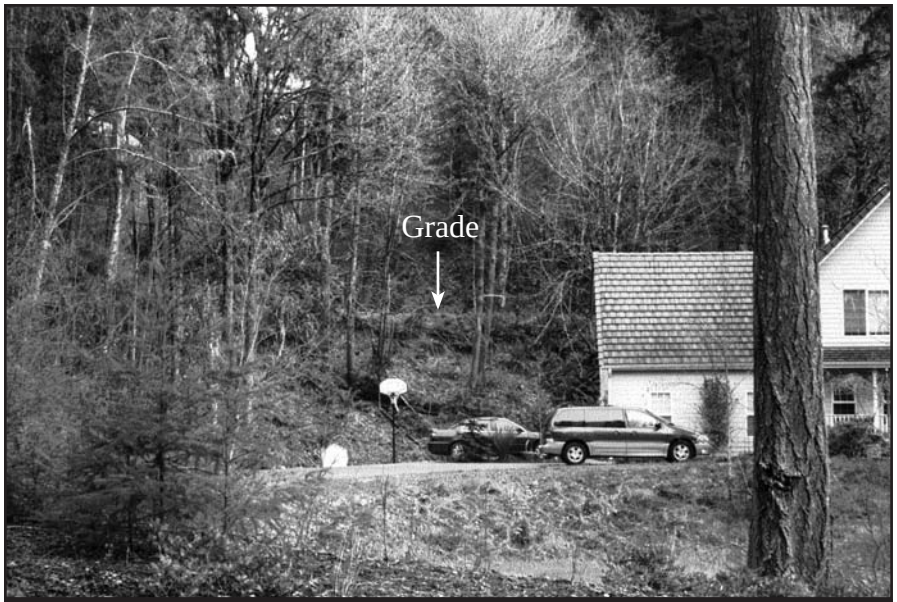


Figure 42- 27 2003 View North at 6928 Alpine Drive

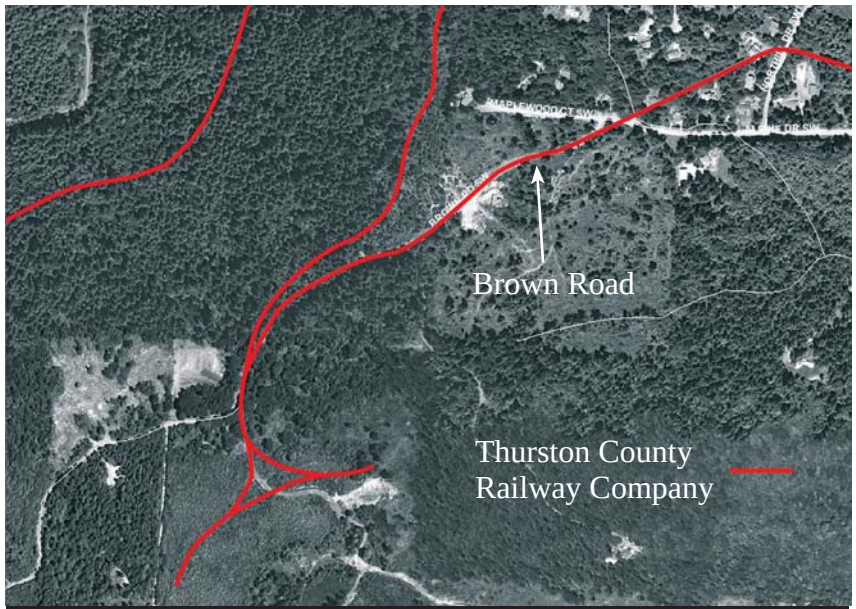


Figure 42-28 1993 Grades in Region of Brown Road

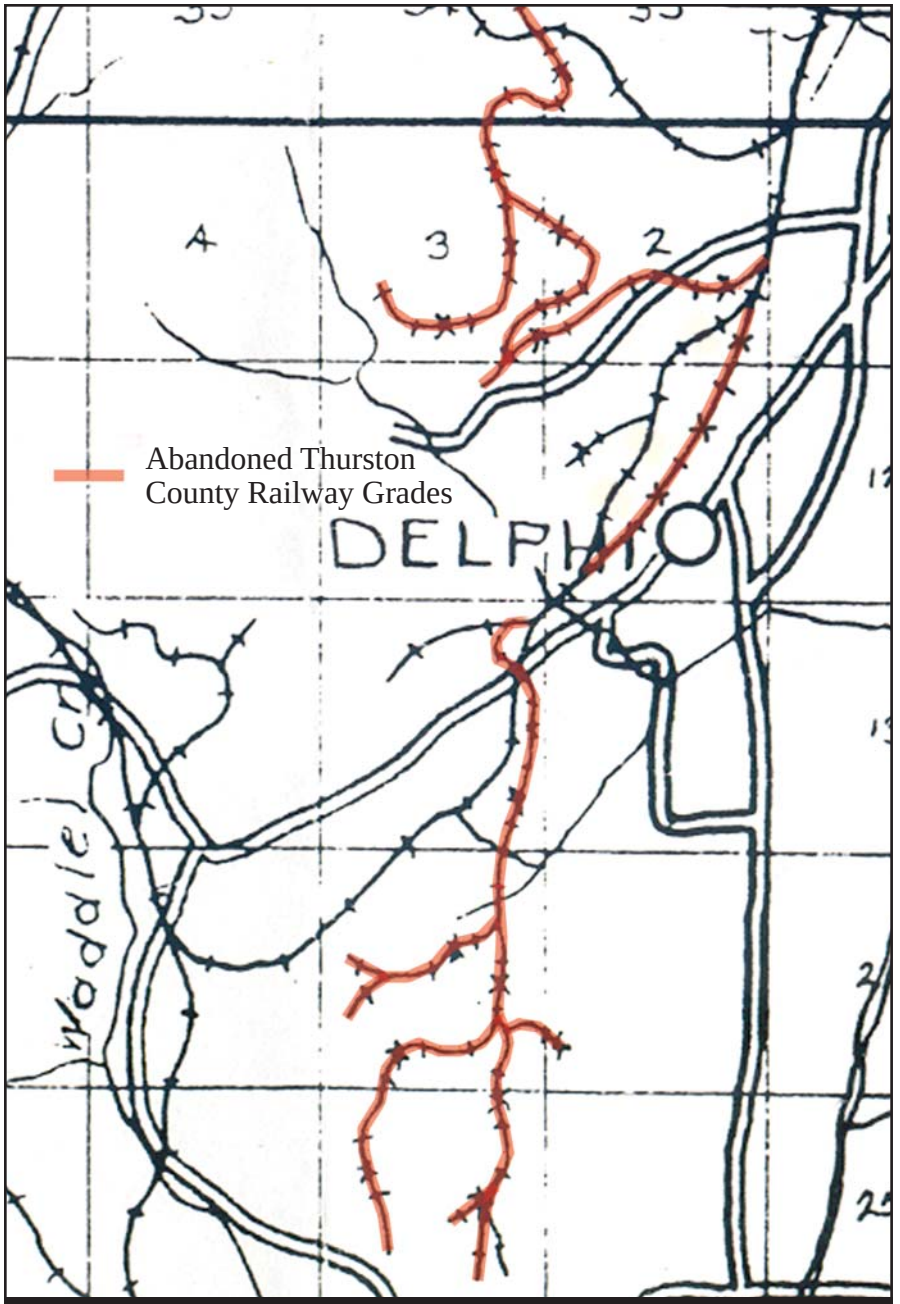


Figure 42-29 1934 T. S. Goodyear Map

Thurston County Railway Company

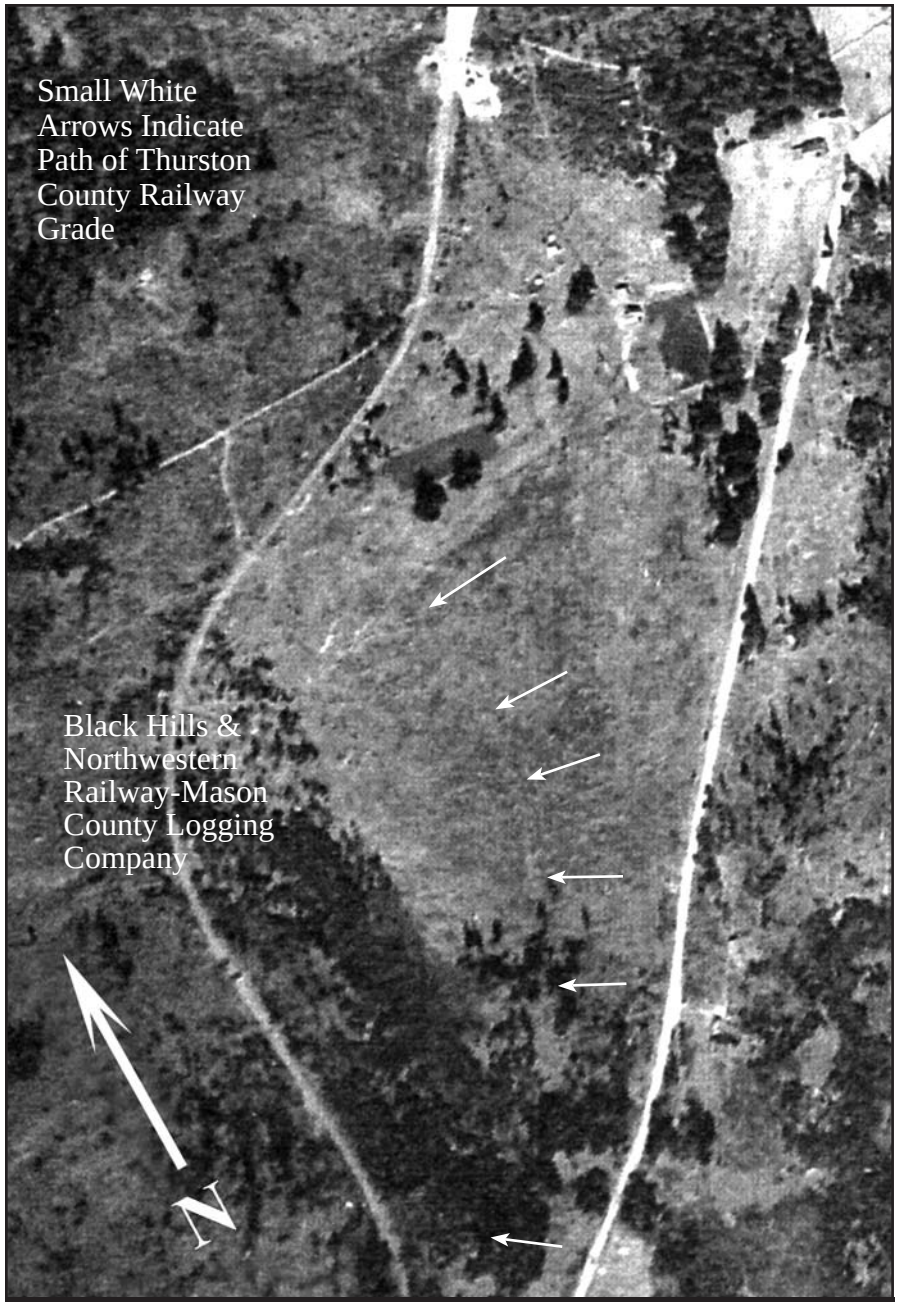

Small White Arrows Indicate Path of Thurston County Railway Grade
Black Hills & Northwestern Railway-Mason County Logging Company
N

Figure 42-30 1936 Aerial Photograph along Delphi Road

of former grades in that region. Behind the home at 6928 Alpine Drive, an elevated bench that once carried a branch line could still be seen in 2003. Figure 42-27 displays this remnant in a view facing north. Figure 42-28 details the location of the railroad immediately west of the locale covered by Figure 42-26.

Leave Alpine Drive and travel farther south along Delphi Road. This brings you to the place where, in 1930, the Mason County Logging Company elected to construct a new right-of-way rather than reuse the abandoned Thurston County Railway grade. The older pathway was probably found to be unfavorable because it imposed a significant uphill climb in the northbound direction, a feature which was eliminated by the new Mason County alignment. Figure 42-29 is part of a map produced in 1934 by T. S. Goodyear, Supervisor of Forestry for the State of Washington. Although clearly not to scale, it suggests the presence of two grades in this general area. In this figure, railroad track that was in use is represented by cross-hatched lines, while abandoned grades are highlighted in pink and have additional Xs along the right-of-way. In Section 11, the older Thurston County Railway grade and the newer one built by the Mason County Logging Company were incorrectly labeled when this map was issued. The author has corrected that error in the figure.

Figure 42-30 is part of a 1936 aerial photograph of this region. The active Mason County grade is easily seen while the Thurston County Railway right-of-way,

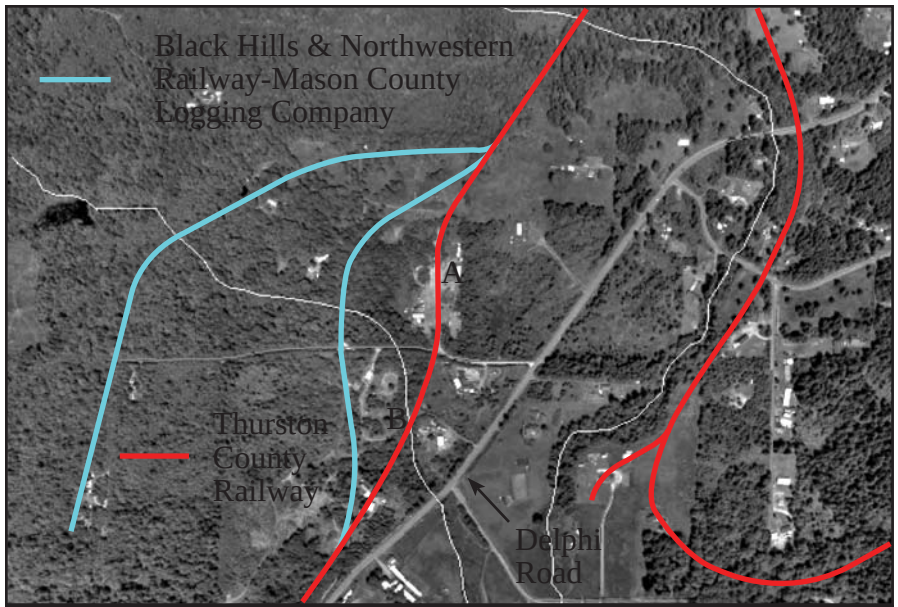


Figure 42-31 2008 Aerial Photograph with Grades

Figure 42-32 2010 View North from 7715 Delphi Road

Figure 42-34 1999 View North near Waddell Creek Road

Figure 42-33 2010 View SW along West Side of Creek

Figure 42-35 2010 View NE at 8540 Lake Lucinda Drive

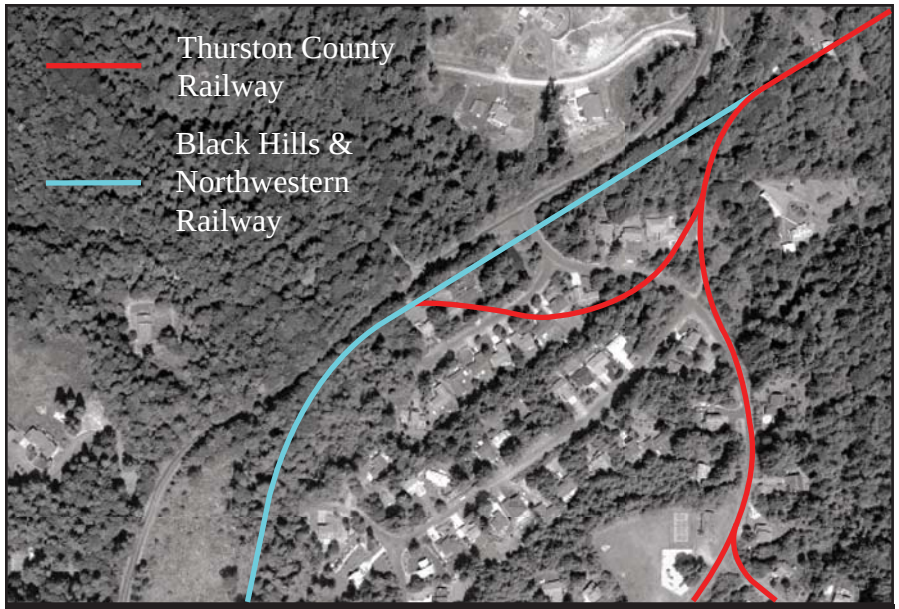


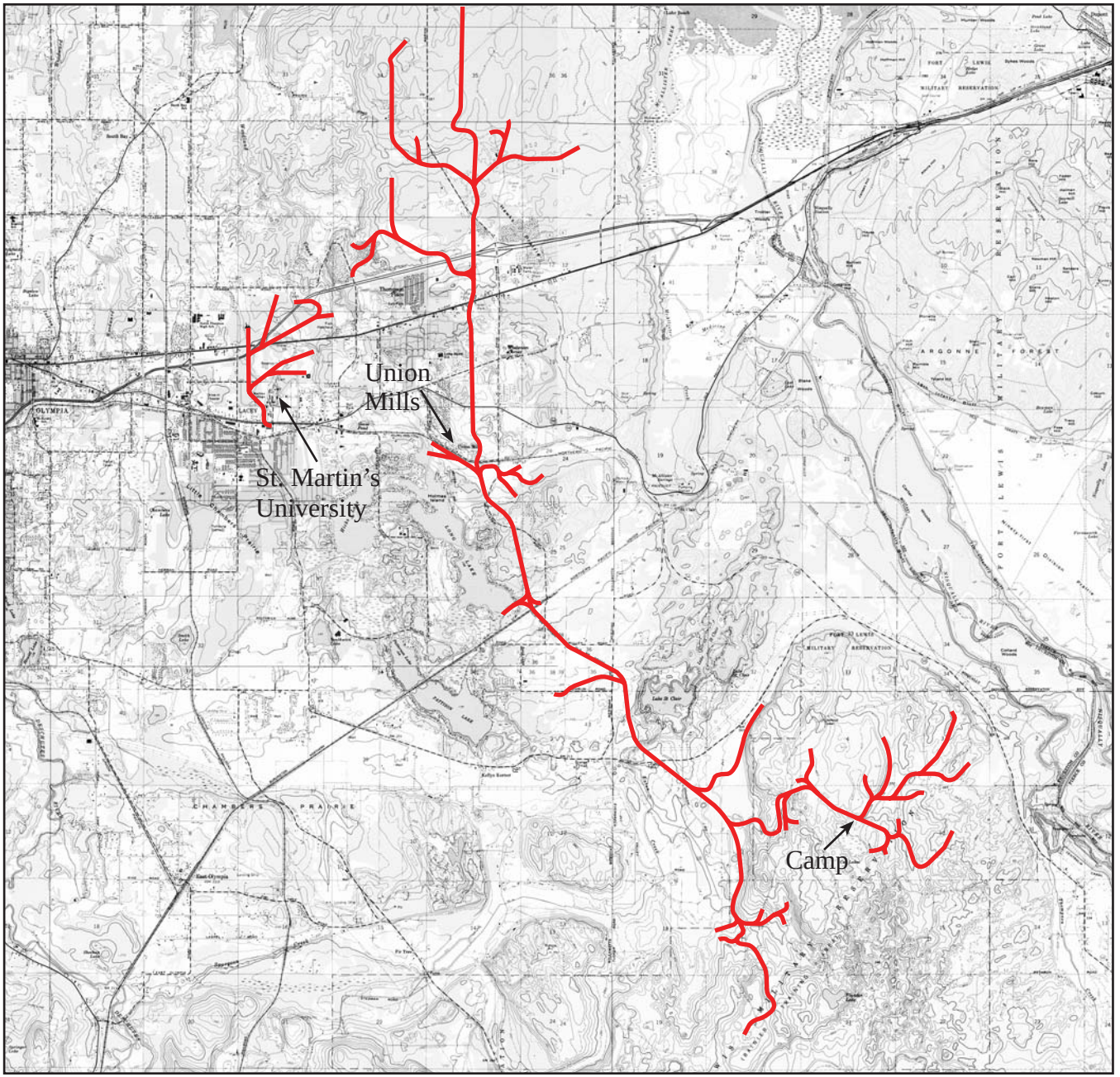
Figure 42-36 2003 Photo, Grades at Lake Lucinda Drive

Figure 42-37 1941, Tie Plates at Mud Bay

abandoned for 18 years, is much less visible. Figure 42-31 locates the old and new grades on a modern aerial photograph. Providing a meaningful modern-day address for these features is difficult because most of the houses here use a network of unnamed private driveways. Figure 42-32 was made facing north, from the roadway west of the residence at 7715 Delphi Road. The location is designated "A" in Figure 42-31. Figure 42-33 looks southwest from a point immediately west of the creek (a tributary of Dempsey Creek) that flows through the west end of the property at 7829 Delphi Road. This spot is shown as "B" in Figure 42-31.

Figure 42-34 was obtained in 1999 near the intersection of Waddell Creek Road and Delphi Road. The view is toward the north, approximately 100 yards north of the place where the grade crossed Waddell Creek Road (called Sherman Valley Road when the railroad was in use). Within the community of Lake Lucinda, the southern two thirds of Lake Lucinda Drive and all of Piedra Drive were built over old Thurston County Railway grades. The driveway for the residence at 8540 Lake Lucinda Drive started out as part of the mainline. Figure 42-35 is a 2010 photograph facing northeast along that driveway. This is the area visible in Figure 42-6. Figure 42-36 superimposes those grades on a 2003 aerial photograph.

All utility of the log dump and the railroad associated with the Mud Bay Logging Company had disappeared by 1941. The company's own timber suitable for rail logging had all been cut, as had that of the Mason County Logging Company. The rails leading to Mud Bay were removed that year. Figure 42-37 is a photograph made at Mud Bay as the line was being taken up. Tie plates were piled up, ready for removal. Thirty years of Thurston County logging history had come to an end.



Route Map of the Union Lumber Company Railroad in Thurston County

43

Union Lumber Company

During the first quarter of the twentieth century, the Union Lumber Company operated a sawmill at the north end of Long Lake. The post office serving the business was aptly called Union Mills. During this era, the company was one of the larger enterprises in Thurston County. In recent times, this part of the county has become primarily residential. The International Paper containerboard packaging plant is the only remaining industry at Union Mills. It occupies the site of the former Union Lumber Company mill.

A January, 1996 Lacey Historical Commission publication noted that the first sawmill at this address was built in 1896. Known as the Long Lake Mill, it was located on the Northern Pacific's Tacoma, Olympia & Grays Harbor Railroad. Near the mill, native oak trees grew profusely and were logged for use as raw material for this business. In 1898, control of the enterprise passed to the Olympia Mill Company, a business incorporated by David Fleetwood and Frank Collins. By 1900 the mill had been absorbed by the Union Lumber Company of Tacoma, which was controlled by the Chatten family of Kansas City, Missouri. Although fire destroyed most of the mill in 1909, it was rebuilt within a year. The resurrected structure incorporated electrical technology that made it one of Washington's most efficient sawmills. The Union Lumber Company ceased operating in 1925. Its buildings were torn down in 1930.

In its early days, the lumber company transported logs to the mill by water from the region around Long Lake. Eventually, Pattison Lake became linked to Long Lake by a man-made ditch. The ditch originated in swampy land at the south end of Long Lake and connected to the northeast shore of Pattison Lake. In modern times, Mullen Road crosses a remnant of the ditch at the spot where that road passes under the Point Defiance Line of the Northern Pacific Railroad.

When timber near the two lakes was exhausted, the Union Lumber Company began building a railroad. The early history of the line has been detailed by Steven R. Gatke in "Union Lumber Company, Part 1," published in *Timber Times*, # 4, Fall 1993, pages 24-26. In the late nineteenth century, the skid road was the most common method used to bring timber out of the woods. That system utilized a team of oxen pulling logs over peeled logs (skids) placed perpendicular to the direction of movement. However, by the time the Union Lumber Company built its logging line, new technology was making the skid road obsolete.

The company's first wheeled operation was a "pole road." Power was provided by a team of fourteen horses. Two rows of moderate sized logs served a purpose similar to rails. They were laid end to end, over and perpendicular to other logs that previously would have served as skids. Cars were fitted with special wheels and pulled along on the "poles" with greatly reduced friction. The wheels were different from those used on a steel railroad. Each had flanges on both the outside and inside. The distance between the wheels was eight feet, much wider than standard railroad gauge (4 feet, 8.5 inches). Gatke noted that in late 1902, the lumber company "replaced the horses with an eight ft. gauge 18 ton Class A Climax locomotive. . . serial # 391. . . purchased new from the factory. Sometime later this locomotive was rebuilt with standard gauge trucks for steel rails." An illustration of this engine is presented on page 377.

Long Lake provided a convenient log storage pond, and timber could be easily towed over and around the lake using a thirty foot steam tugboat called the Skiddoo.

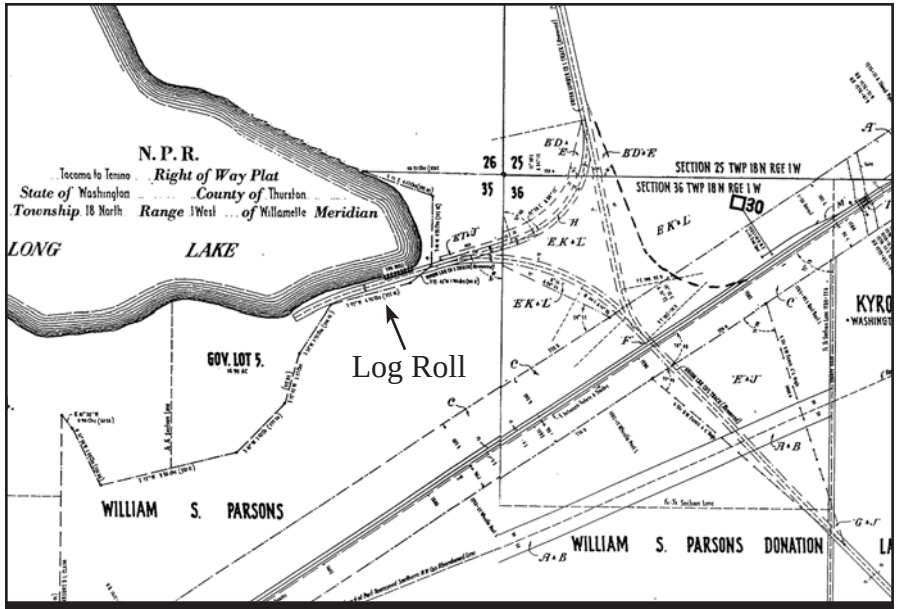

N. P. R.
Tacoma to Tenino ... Right of Way Plat
State of Washington ... County of Thurston
Township 18 North ... Range 1 West ... of Willamette Meridian
LONG LAKE
SECTION 25 TWP 18 N RGE 1 W
SECTION 36 TWP 18 N RGE 1 W
Log Roll
GOV. LOT 5.
WILLIAM S. PARSONS
WILLIAM S. PARSONS DONATION

Figure 43-1 Circa 1917 Northern Pacific Railroad Map

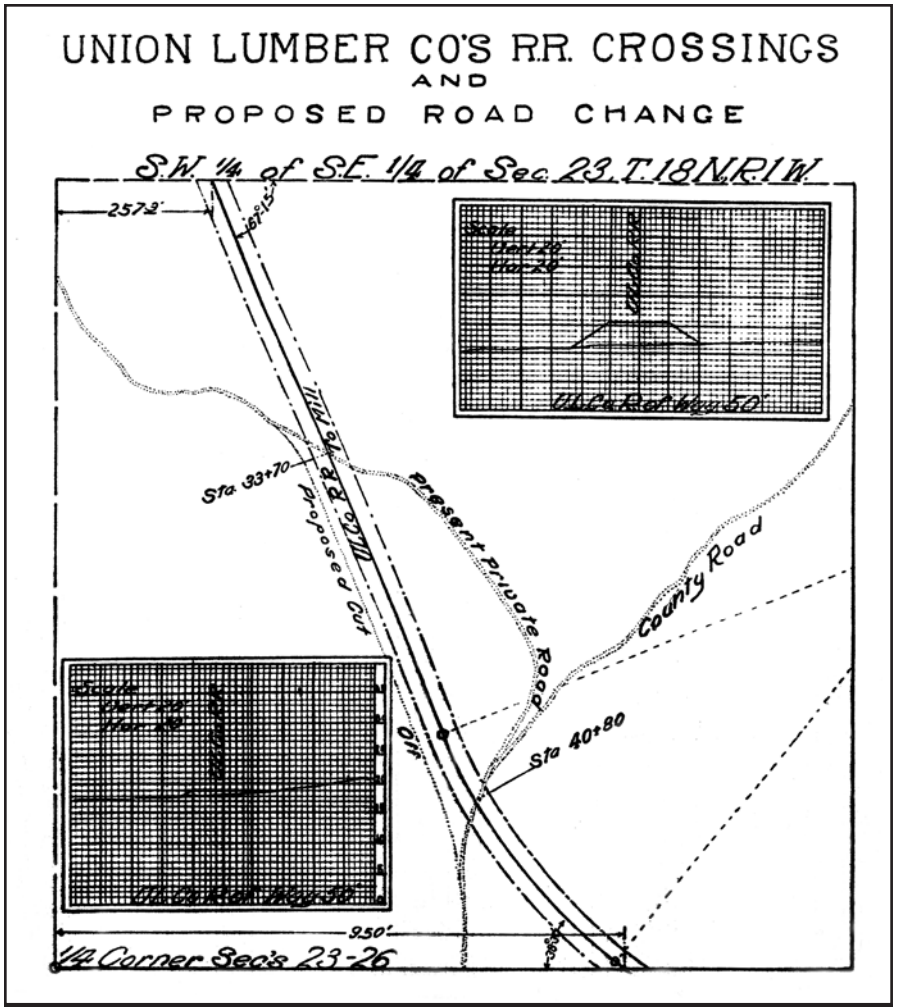


Figure 43-2 1909 Map of Proposed Road Crossing

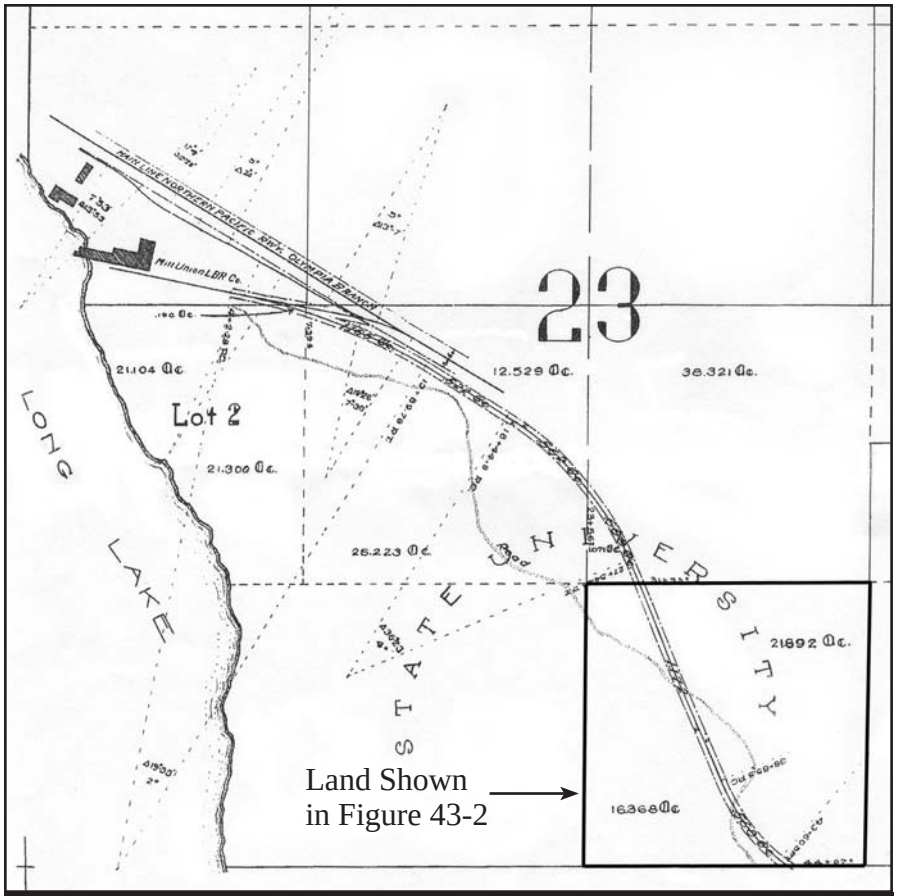


Figure 43-3 Circa 1909 Union Lumber Company Map

This explains why the earliest constructed segment of railroad terminated at a log roll located on the south shore of Long Lake. Several lakefront homes now occupy that place where, previously, timber was discharged into the water. Until 1909, the entire railroad of the Union Lumber Company was located south of the log roll. But that year, the line was extended north to the mill. Figure 43-1 was prepared using circa 1917 Northern Pacific Railroad right-of-way maps. It demonstrates the relative positions of the logging railroad, the log roll, and the Northern Pacific's Point Defiance Line.

The new construction between the south end of Long Lake and the mill required crossing the county road which would later become Marvin Road. Figure 43-2 is the 1909 map supplied to the Washington Utilities and Transportation Commission with the application for that crossing. Figure 43-3 was prepared at about the same time by the Union Lumber Company. It is a petition for a right-of-way through lands in Section 23. It includes the land shown in Figure 43-2. Figure 43-4 is a 1926 representation of the track plan at the mill. It was prepared when Lots 2, 3, and the northeast quarter of the southwest quarter of Section 23 (Township 17 North, Range 1 East) were platted. Part of Nichols Engineering Map of Thurston County is reproduced in Figure 43-5. Although undated, it is thought to have been produced about 1910. It suggests that the railroad had reached a point in the western part of Section 17.

Union Lumber Company

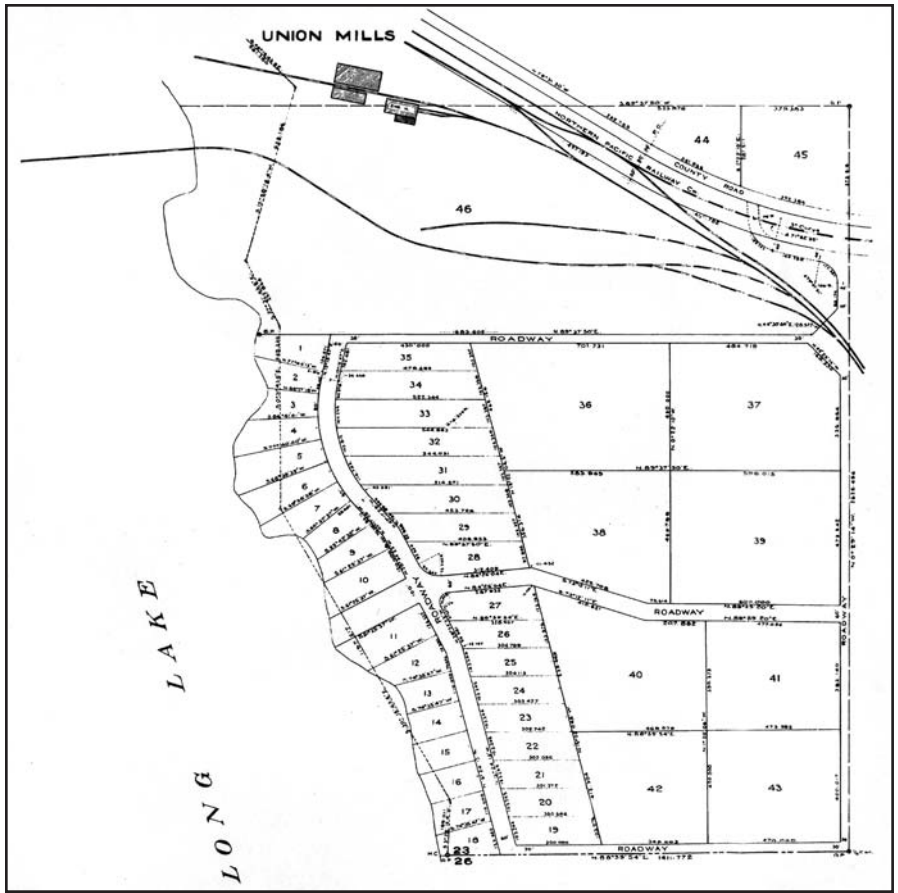


Figure 43-4 1926 Plat of Land in Section 23

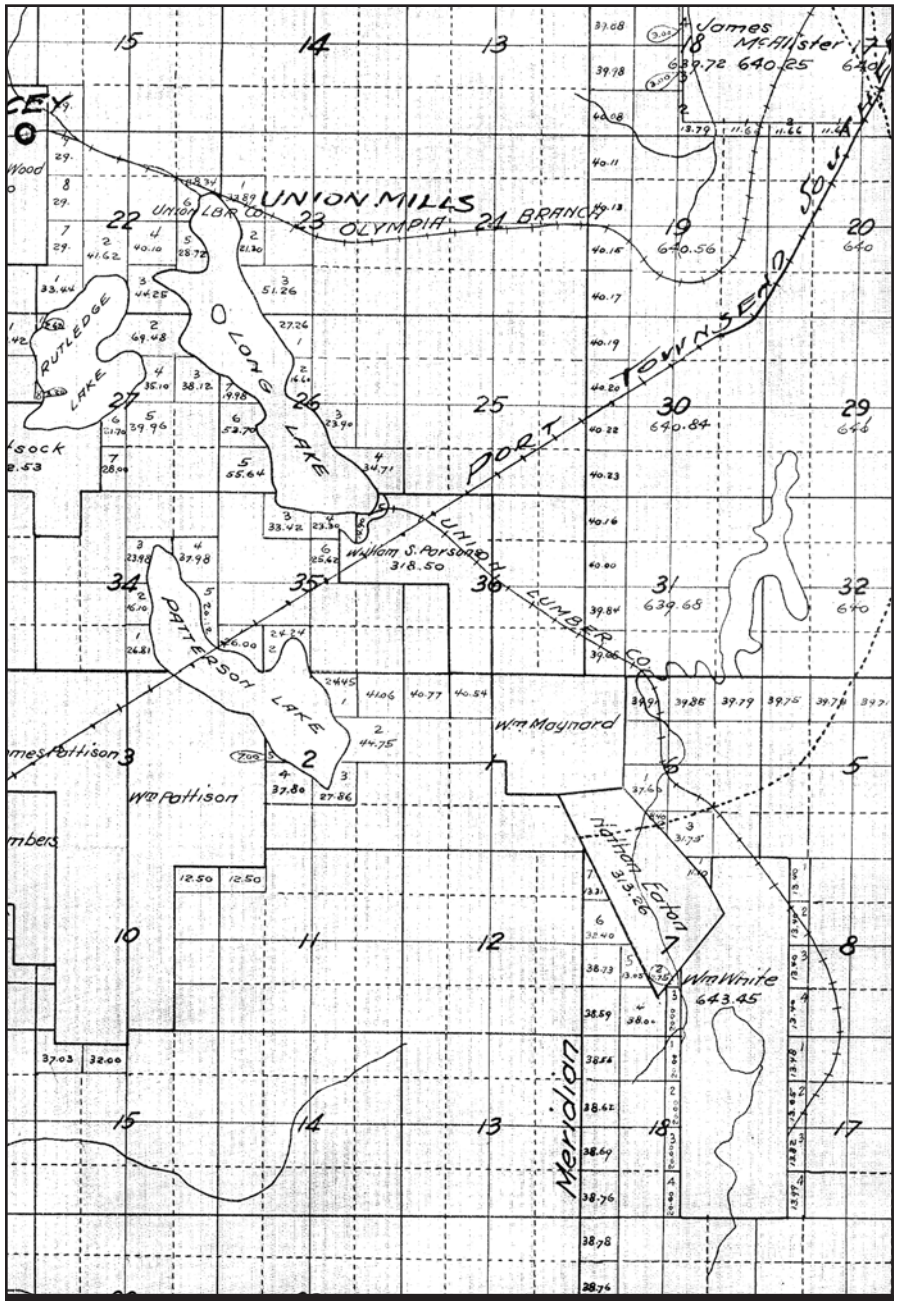


Figure 43-5 1910 Nichols Map of Thurston County

Additional timber, in Section 9, was purchased in 1912. Construction of a highly engineered grade was required in order to gain access to that section. The particular land to be harvested, now located within Fort Lewis, was at a significantly higher elevation as compared to the right-of-way that had entered Section 17. The result was a lengthy S curve utilizing a long trestle, a high fill, and a moderately deep cut. Figure 43-6 comes from the 1916 U. S. Geological Survey Map of the Chehalis Quadrangle. The mainline, as it existed then, and the Union Lumber Company camp were both included. In later years, the area east of the camp was known as "Union Burn," suggesting that it had been the scene of a forest fire. Figure 43-7 is a compilation of the company's major lines south and east of Mullen Road, as well as known secondary spurs. Logging on this system of track was completed at the time the May, 1917 issue of *The Timberman* reported that the company was pulling up

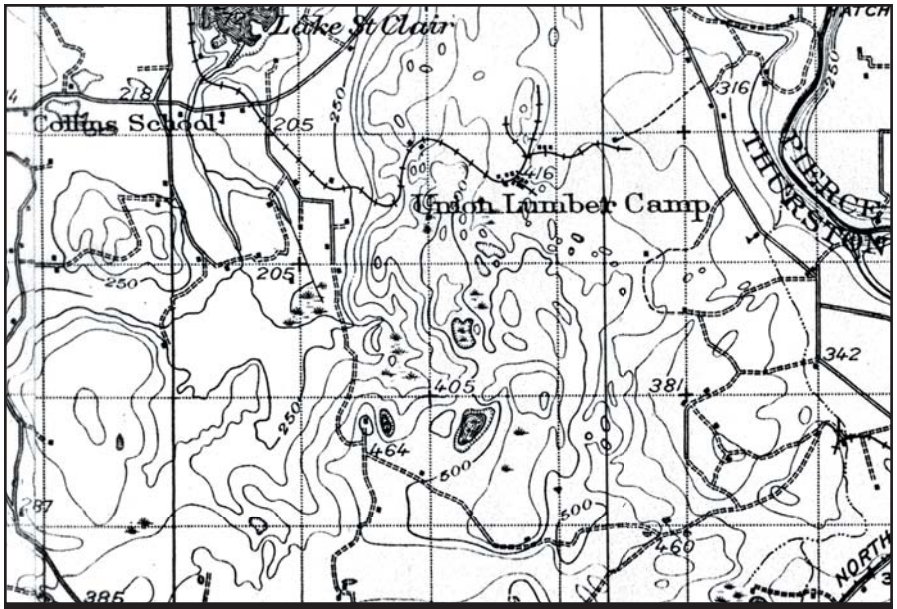


Figure 43-6 1916 Part of U. S. Geological Survey Map

eight miles of track south of the mill. It was planning to use the rails to build eight miles of new right-of-way in the direction of South Bay, north of Union Mills.

The campus of St. Martin's University was also logged in conjunction with the Union Lumber Company. On 26 February 1913, D. C. Scott and George T. Howe contracted with St. Martin's College to harvest trees there. Raleigh W. Cady, head of the Cady Logging Company, sub-contracted to do the timber felling. He arranged for the Northern Pacific Railroad to construct a spur into the campus in May of 1913. The spur is displayed in Figure 43-8. The logs cut on campus were sent to Union Mills. The Cady Logging Company bought out the Scott and Howe contract on 2 February 1916. After that, Cady used most of the lumber produced from the campus operation to fill a specific order for 1,300,000 board feet. This was destined for improvements in the harbor at Manistee, Michigan. When the order was completed, the Northern Pacific removed the spur in 1917, per AFE 2540-17. Proceeds from the sale of timber financed the construction of several buildings on the St. Martin's campus.

As mentioned previously, the company began cutting timber north of the mill in the middle of 1917. This was the last area for which the company's own railroad was used to transport logs directly to Union Mills. Making this possible required excavating a crossing under the Northern Pacific Railroad. The location of this undercrossing can be seen in Northern Pacific Railroad map reproduced in Figure 43-9A. Figure 43-9B enlarges the portion of Figure 43-9A where a bridge over the logging line was located. The cut on the north side of the crossing remained visible in the year 2000, when Figure 43-10 was made. A short distance north of the crossing, application was made to the Washington Utilities and Transportation Commission for grade crossings over what are now Pacific Avenue and Steilacoom Road. The map enclosed with this application is presented in Figure 43-11. A faint impression of this right-of-way could still be discerned in the 1936 aerial photograph reproduced in Figure 43-12A. Figure 43-12B was prepared from the same photograph, with grades highlighted. Shanna B. Stevenson, after interviewing long-time Thurston County residents, reported in Olympia, Tumwater and Lacey (page 84) that the Union Lumber Company planned to build a railroad "to Hogum Bay and logging commenced there and at South Bay." Other prints of the same series of 1936 aerial photographs show many of these grades, but none appear to approach either Hogum Bay or South Bay. It seems logical that the lumber company would have considered connecting with the right-of-way of the pre-existing, never completed Portland & Puget Sound Railway. Part of that grade, built in the early 1890s, connected the southern end of South Bay with Dogfish Bight on Hogum Bay.

A search of Thurston County deed records did not provide a definitive answer to the question as to whether the Union Lumber Company railroad actually reached South Bay or Hogum Bay. Since most of the land logged in the region north of the mill belonged to either the North End Lumber Company or the Tacoma Mill Company, perhaps timber sales to the Union Lumber Company were never recorded. It is also possible that, after finishing up at the St. Martins Campus, the Cady Logging Company was the organization that began to log along the line leading north from the mill. In any event, Figure 43-13 provides a map of these grades.

Realizing that its Thurston County supply of logs would eventually run out, the Union Lumber Company settled on a strategy for securing new timberland in Lewis County. A subsidiary, the Hannaford Creek Logging Company, was incorporated in August, 1917. In May of 1918 that logging company leased a right-of-way that originated on the Centralia Eastern Railroad. The following month, it applied for a crossing over what is now Lewis County's Big Hannaford Road. Figure 43-14 reproduces part of the map submitted with the application to the Washington Utilities and Transportation Commission. During 1919 and 1920, various properties and timberlands were acquired. Five miles of rails were leased from the Union Pacific Railroad in December of 1920 and used to place the new line in service. When May, 1924 arrived, the company was operating a number of logging camps located on land leased in March, 1923. These camps were situated on the southwest quarter of the northwest quarter of Section 35, Township 15 North, Range 1 West. Track serving the camps is identified by a red line on the map presented in Figure 43-15.

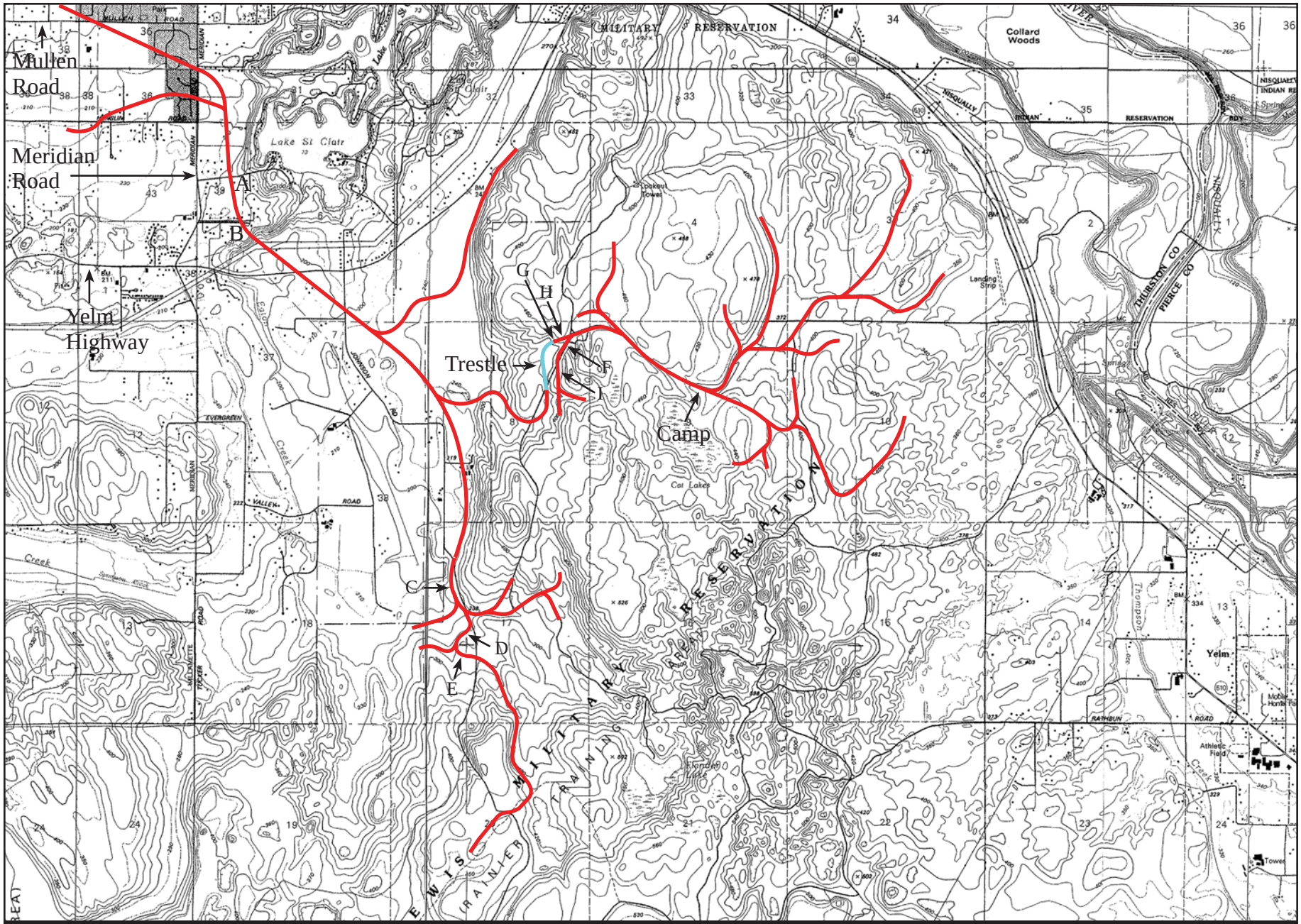


Figure 43-7 Identified Railroad Grades South and East of Mullen Road and Key to Subsequent Photographs

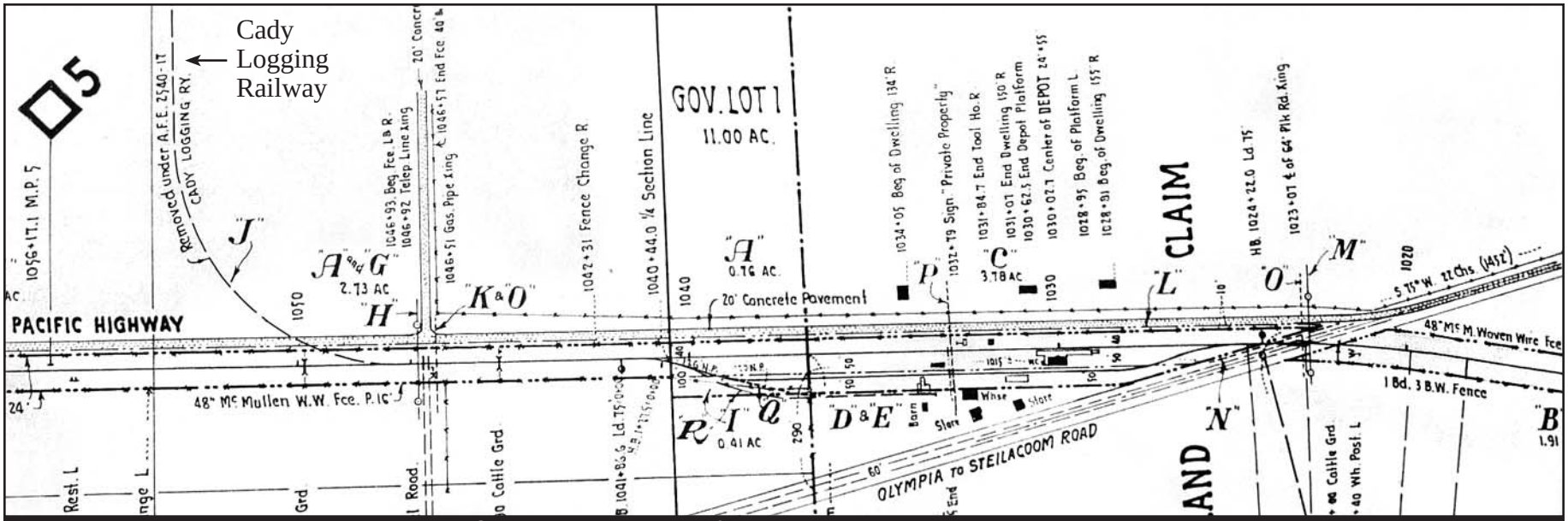


Figure 43-8 C. 1917 Northern Pacific Railroad Map of Spur to Cady Logging Company, St. Martin's Campus in Lacey

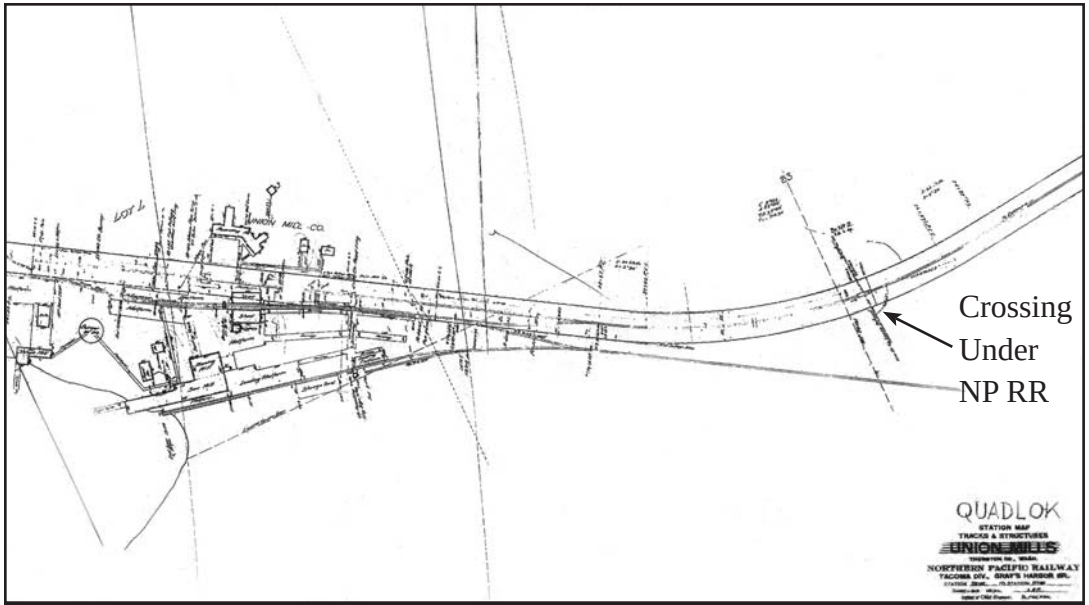


Figure 43-9A C. 1917 Northern Pacific Railroad Map of Union Mills

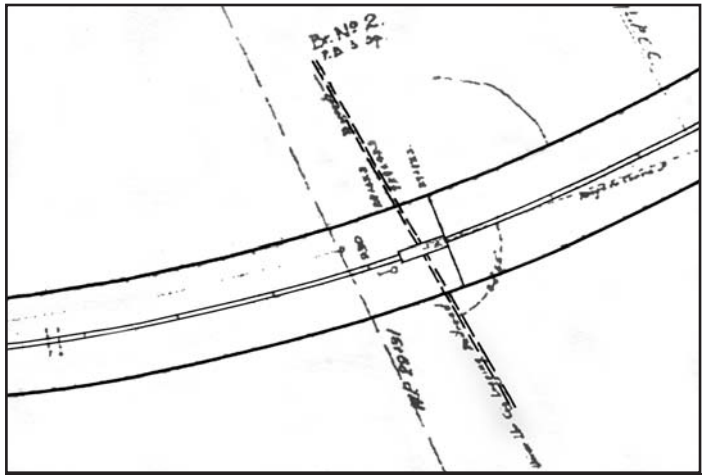


Figure 43-9B Enlargement at Crossing

Union Lumber Company

Figure 43-10 2000 View North at Site of Undercrossing

S. H. Chatten and his wife, Susie A. Chatten, remained the principal owners of the company in the early 1920s. The widowed Susie A. Chatten was President of Union Lumber Company when the Union Lumber & Shingle Company was incorporated in April, 1924. This new company was the successor owner of most assets of the Union Lumber Company. The latter company sold its remaining timber contracts to the Mutual Lumber Company in July, 1925. This forecast big changes for the seller. The September, 1925 issue of *The Timberman* reported that "The timber holdings of this company, which will close down soon, have been sold to Mutual Lumber Company, Bucoda."

The February, 1926 issue of *The Timberman* contained advertisements for virtually all the Union Lumber & Shingle Company's logging equipment. This included two Heisler locomotives, one weighing 45 tons and the other, 70 tons. The December, 1926 issue of *West Coast Lumberman* announced that the mill and hotel at Union Mills were for sale to complete the probation of an estate.

Even after the Union Lumber & Shingle Company ceased operating its sawmill, plentiful timber remained near its Lewis County rail line. In addition, the Victory coal mine (see Figures 43-15 and 44-4) was located on the same right-of-way, approximately one mile from the junction with the Centralia Eastern. The mine originated loaded coal cars from the track belonging to the lumber & shingle company. Then, from 1929 to 1939, the Eastern

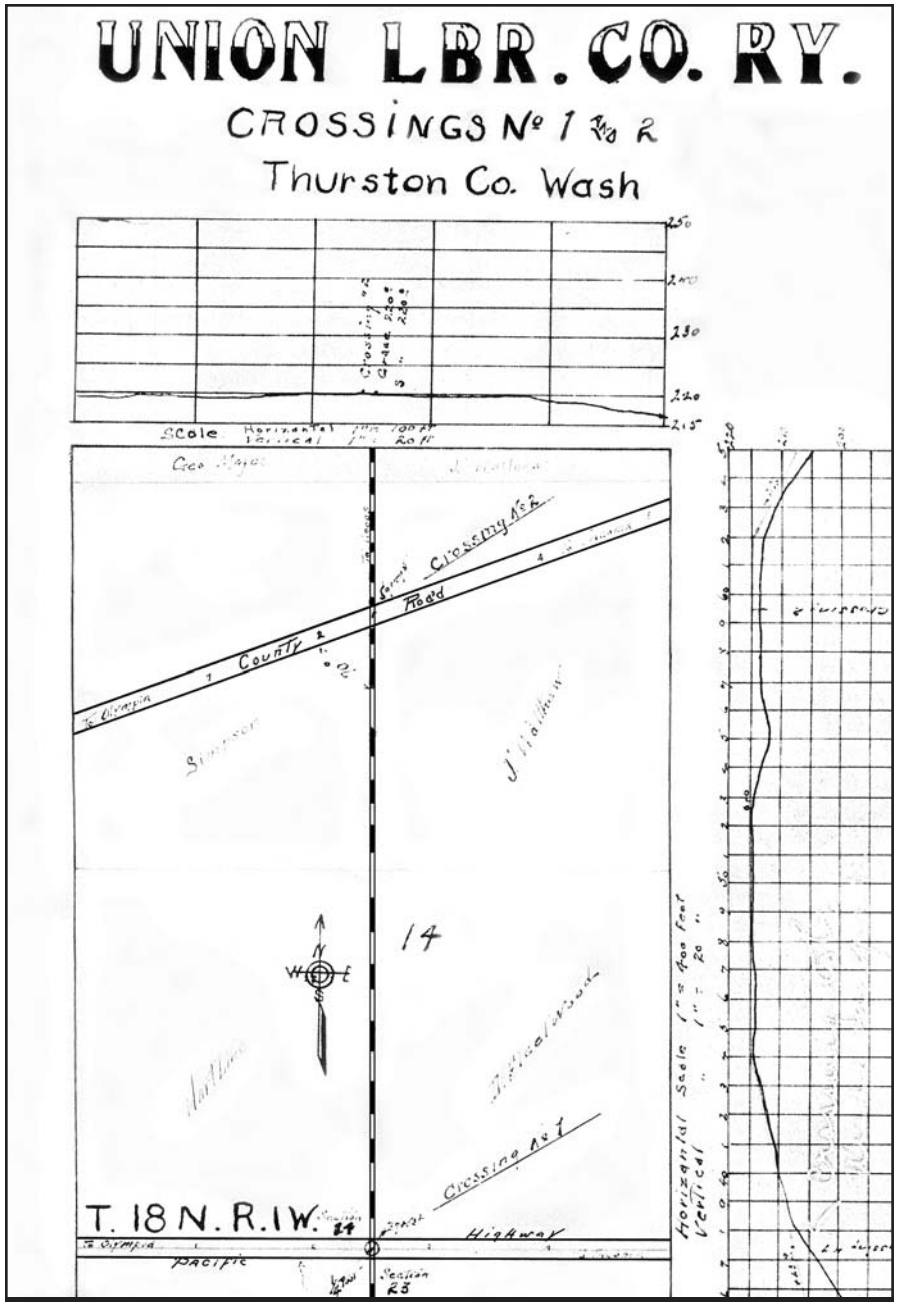


Figure 43-11 1917 County Road Crossing Application

Figure 43-12A 1936 Aerial Photograph at Union Mills

Figure 43-12B With Union Lumber Company Grades

Union Lumber Company

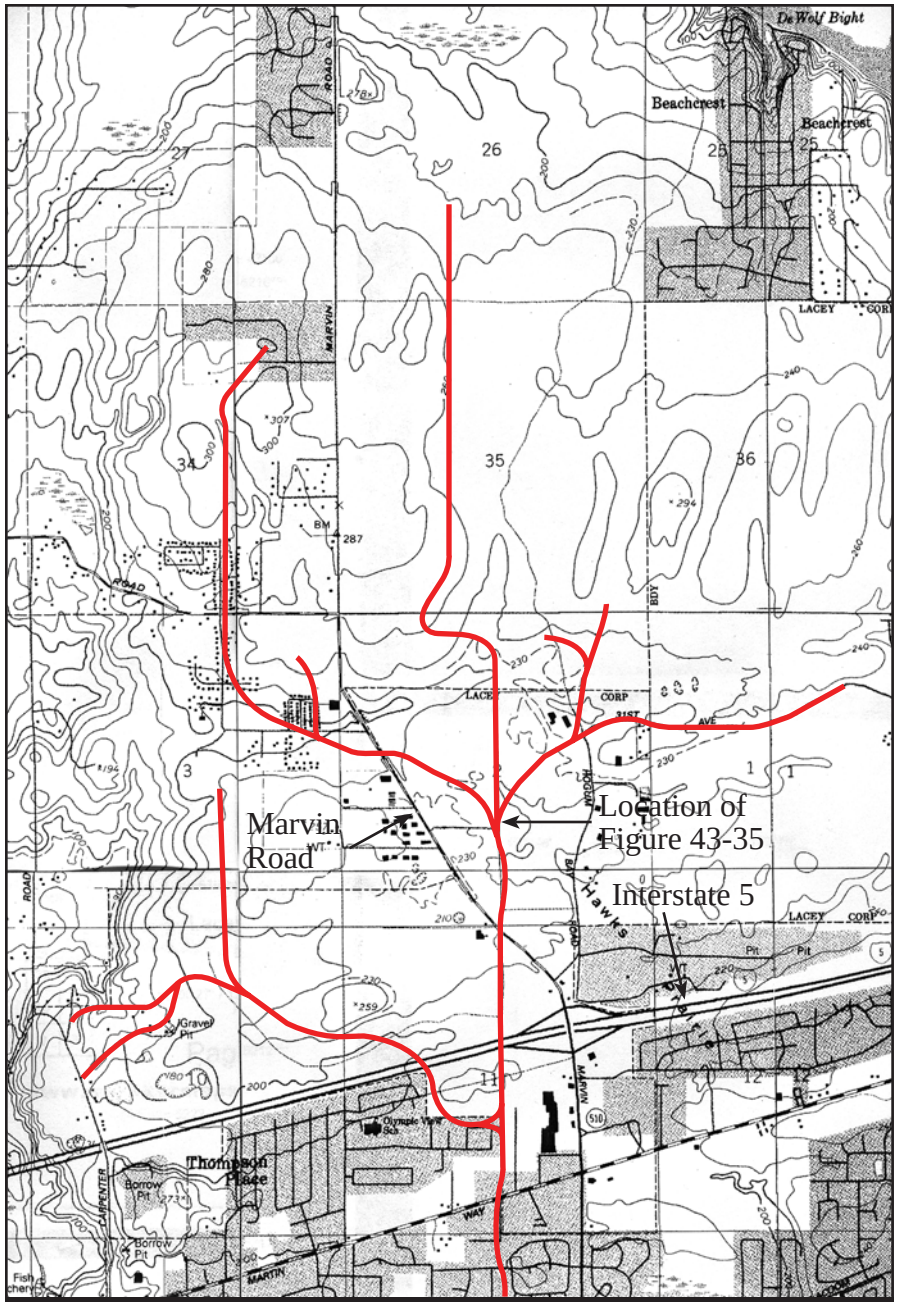


Figure 43-13 Grades North of Union Mills

Railway & Lumber Company leased the right-of-way. The Agnew Lumber Company operated it from 1941 to 1951, after which the rails were removed.

The length of the Union Lumber Company railroad, from various publications of *The Timberman*, was: 5 miles in 1907, 7 miles in 1908, 12 miles in 1910, 8 miles in 1912, 14 miles in 1916 (included the St. Martin's campus) and 10 miles in 1917. Peter J. Replinger supplied the circa 1905-6 photograph reproduced in Figure 43-16. This Climax engine was the company's first locomotive. The picture was made at Union Mills. Its gauge was 8 feet, with wheels still running on poles. Figure 43-17 was made at Union Mills in 1907. By that time, gauge had been reduced to standard, and it was running on steel rails.

Engine # 3 was a two-truck Heisler. Figure 43-18 is a photograph of it at Union Mills in 1911. It is courtesy of Peter Replinger. Engine # 4 is the rod locomotive presented in Figure 43-19. This photograph is courtesy of Steven Gatke. Before coming to the Union Lumber Company in October of 1918, this engine was # 369 on the Northern Pacific Railroad roster. Prior to that time, it had been # 3 on the roster of the Port Townsend Southern Railroad. Engine # 4 was likely one of two Union Lumber Company locomotives involved in a crash on 4 May 1922. The accident occurred in the Hannaford Valley of Lewis County, and probably resulted in the engine being scrapped.

A tour of the railroad begins immediately east of the former mill site. This is the place where the track, which led to timber north of the mill, passed under the Northern Pacific right-of-way. This place is seen in Figure 43-10, which looks north from the currently existing railroad grade. The road in the foreground is Union Mills Road, seen at a position 100 yards east of the intersection with Mayes Road. This location is also identified in Figure 43-12B.

To follow the segment of track built in 1909, drive south along Mayes Road. You will immediately pass over the former roadbed, although no sign of it exists today. From that point the railroad led southeast, through the field which now is part of Seven Oaks Elementary School. Retrace your path to Union Mills Road and then turn south on Marvin Road. As the roadbed continued southeast, it crossed to the east side of Marvin Road approximately halfway between 22nd Avenue and 25th Avenue. Then the line curved south and crossed back to the west side of Marvin Road at the approximate intersection with Lake Forest Drive. South of this point, construction of the busy Point Defiance Line of the Northern Pacific made it necessary to separate the tracks of the two railroads. The logging company built a bridge over the Point Defiance Line, which was no longer needed when tracks south of the mill were removed. The bridge structure was removed in 1920 as a result of Northern Pacific AFE 435-20. The earth that comprised the northern approach to the bridge has been removed, but most of the massive abutment on the south side remains. Figure 43-20 is a 2001 view south toward the southern bridge approach. Figure 43-21, from the same year, looks north toward the same abutment.

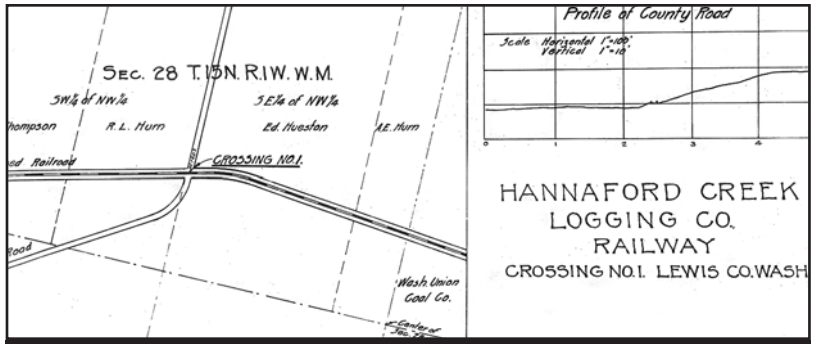


Figure 43-14 1918 Lewis County Road Crossing

South of the abutment, the grade is now occupied by the driveway at 4425 Marvin Road. Where that driveway intersects with Marvin Road, the line crossed once more to the east side of the thoroughfare. Subsequently, it passed to the south side of Mullen Road at 9013 Mullen Road, where no visible sign of it can be found today. After crossing to the east side of Meridian Road at a point approximately 225 feet south of the center line of Glory Drive, the grade curved toward the south. In 2011, it could still be recognized across the street from the residence at 9621 62nd Avenue, where Figure 43-22 was made while facing northwest. The location of this photograph is designated as A on the map in Figure 43-7. Continuing south, Figure 43-23 displays the right-of-way on the west side of the home at 9726 65th Lane. This picture was made at the location designated B in Figure 43-7. In this view toward the north, the grade occupied the space where reeds now grow.

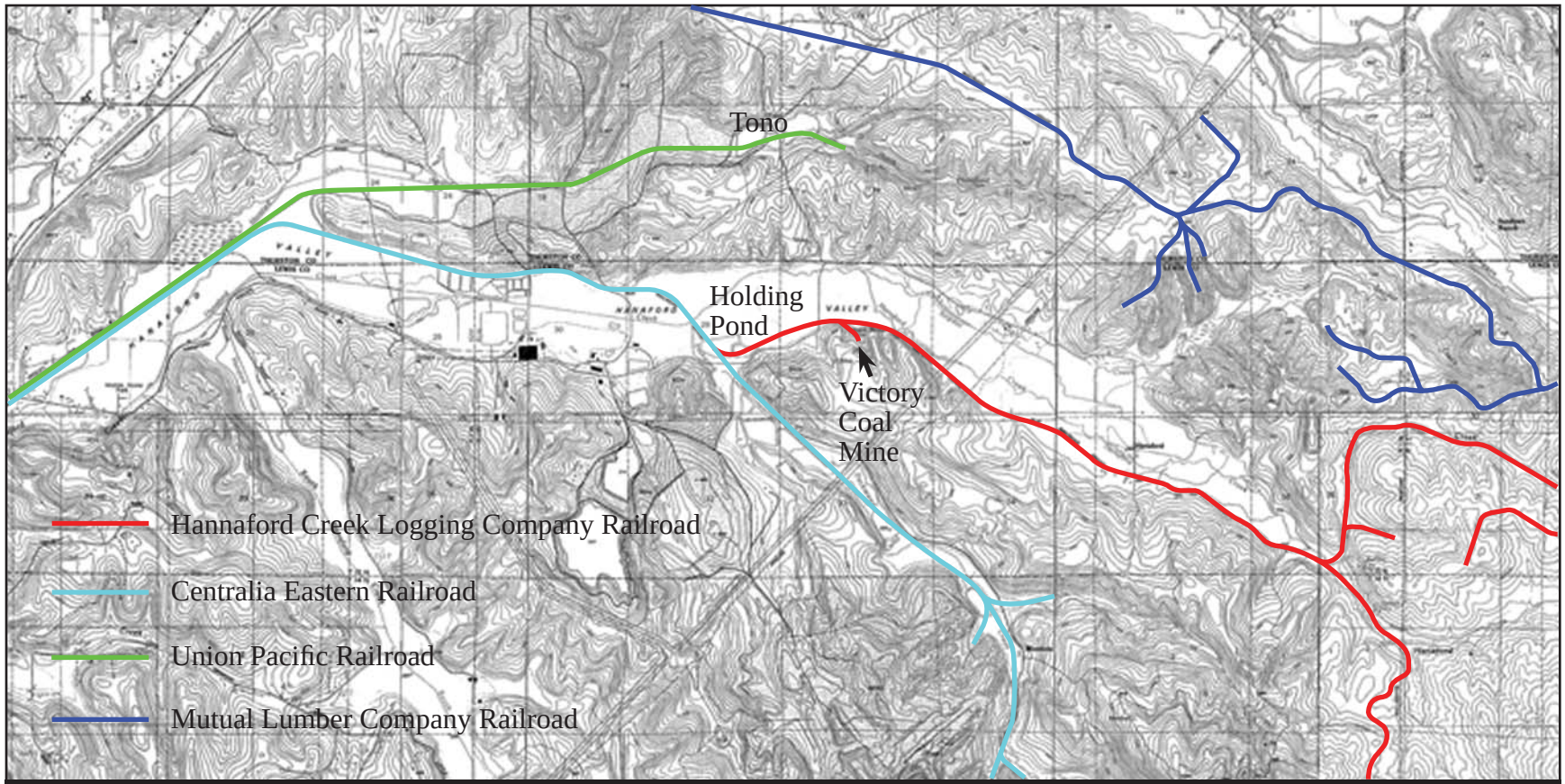


Figure 43-15 Hannaford Creek Logging Company Railroad and Associated Lines

Union Lumber Company

Figure 43-16 C. 1905-6 Climax Engine at Union Mills

Figure 43-18 1911 Engine # 3 at Union Mills

Figure 43-17 1907 Climax Engine at Union Mills

Figure 43-19 Post-October, 1918 Engine # 4

Union Lumber Company

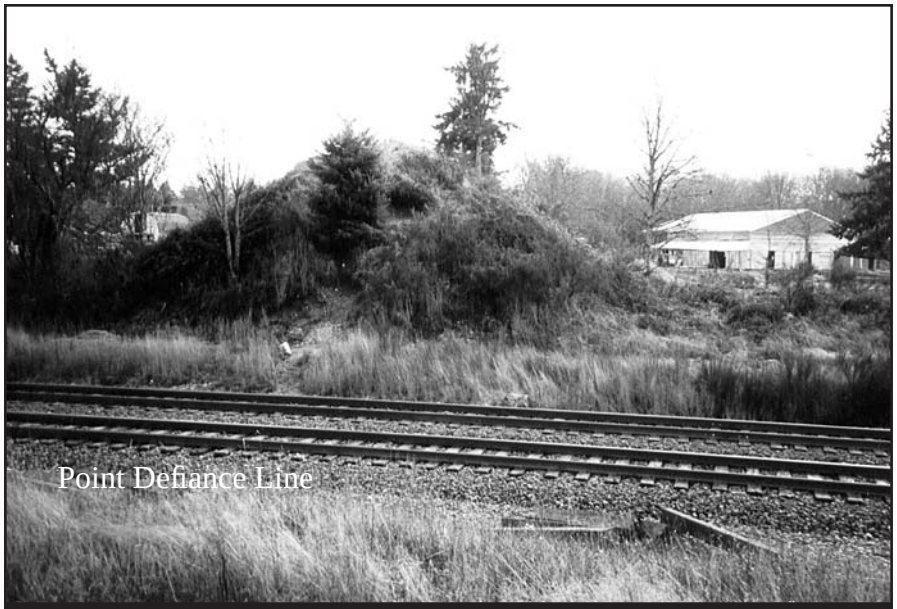


Figure 43-20 2001 View South toward Bridge Abutment

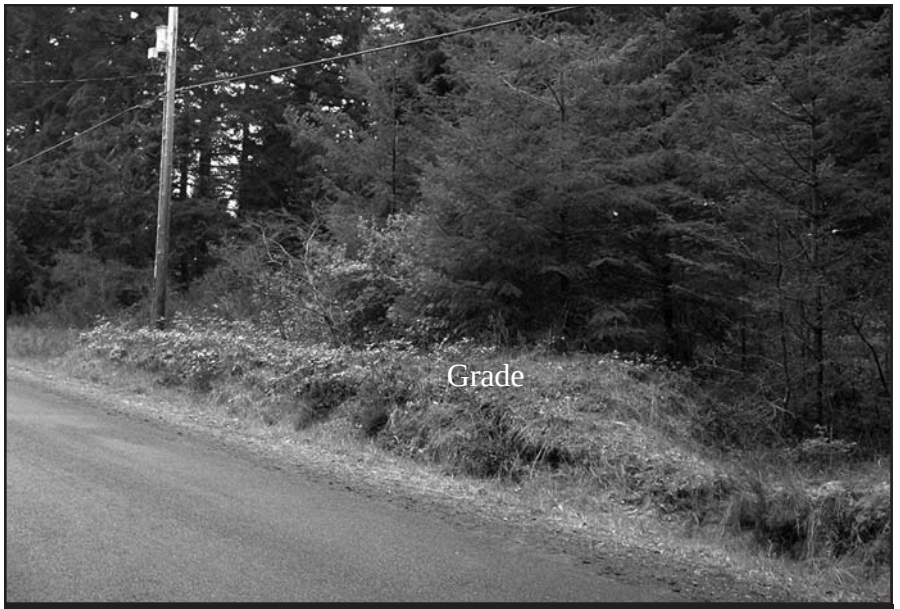


Figure 43-22 2011 View NW from 9621 62nd Avenue

Figure 43-21 2001 View North toward Bridge Abutment

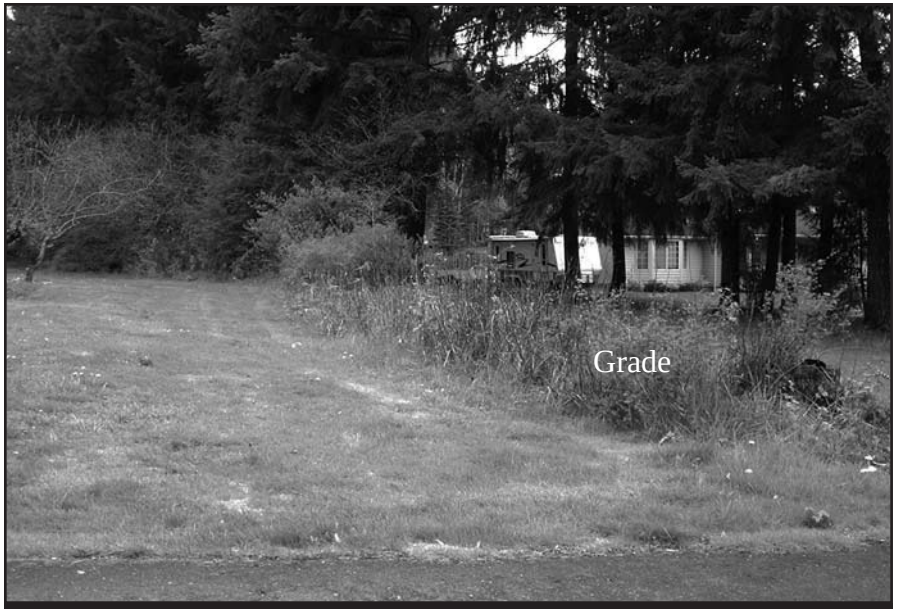


Figure 43-23 2011 View North at 9726 65th Lane

Southeast of that point, the logging railroad used a bridge to cross a deep ravine and eventually passed over what is now Yelm Highway. Modern construction and contouring have obscured all traces of the line at the highway. The rest of the photographs presented in Figures 43-24 through 43-26, and Figures 43-28 through 43-31, are located by the letters C through I in Figure 43-7. They were obtained in 2011 after Fort Lewis granted access to this area.

In several areas the pre-1912 mainline that extended south, through Sections 8, 17, and 20 of Township 17 North, Range 1 East, is still highly visible. Figure 43-24 is a view south made at the location marked C. South of that spot, Figure 43-25 faces southwest in a deep cut designated D. Peter Replinger's dog, Natasha, gives a sense of scale and proportion to this part of the grade. The right-of-way soon curves left, where Figure 43-26 looks southeast in a shallow cut identified as E. Figure 43-27 is a 2003 Lidar Hillshade image of the most southern part of this system of track. The area seen is in Section 20, where a deep cut can be found.

The northeast quarter of Section 8, as seen in Figure 43-7, included the part of the railroad's mainline constructed in the form of an S curve. This was necessary to gain the elevation required to enter Section 9. Much of the S curve was built on a trestle. The north end of the trestle connected with a high fill, which ran diagonally from southwest to northeast. The fill can be seen from the present day logging road

Figure 43-25 2011 View Southwest at Location D

Figure 43-24 2011 View South at Location C

Figure 43-26 2011 View Southeast at Location E

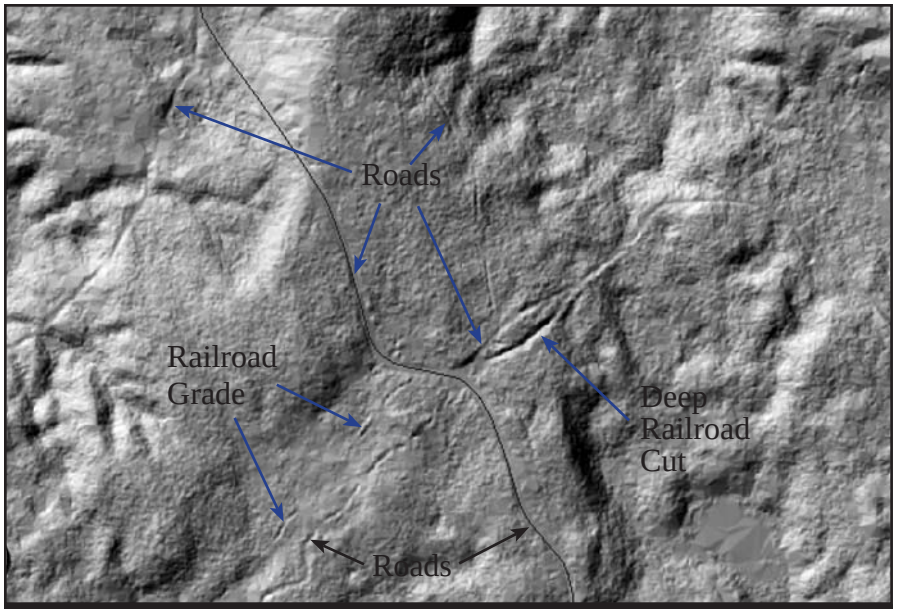


Figure 43-27 2003 Lidar Hilshade Image, Section 20

Figure 43-29 2011 View Southwest at Location G

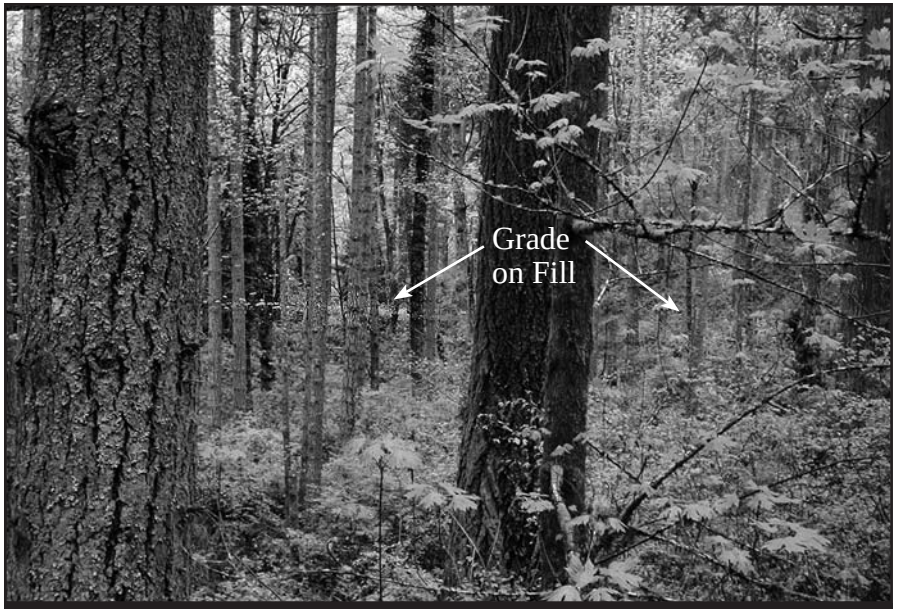


Figure 43-28 2011 View Northwest at Location F

Figure 43-30 2011 View Northeast at Location H

Figure 43-31 2011 View South at Location I

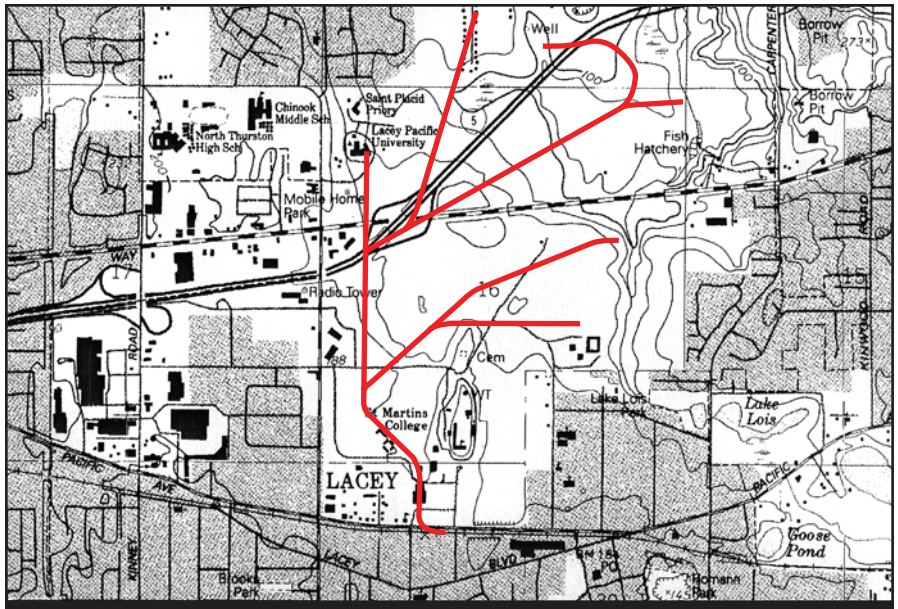


Figure 43-32 Cady Logging Company Grades

lying east of it. Figure 43-28 was obtained at the position designated F and looks northwest from the logging road. Figure 43-29 was made facing southwest, at the place where the trestle ended and the fill began. It can be located by the letter G. Figure 43-30 is a photograph obtained at a point about 200 feet northeast of the position of Figure 43-29. The view is northeast, along a cut that is marked by the letter H. A side branch from the mainline is visible in Figure 43-31. Here, the picture was made facing south, on the east side of the current logging road. The letter I identifies that location.

From the northern end of the S curve, a modern logging road follows the old grade past the site of the camp that was present in 1916. Most of the grades near the camp can be identified on 1944 aerial photographs (not reproduced here) of this area. Many are still used as logging roads.

A few traces of the railroad through the St. Martin's campus are still identifiable. Figure 43-32 maps the course of the Cady Logging Company Spur across the grounds of the university. It originated from the Northern Pacific Railroad, crossed what is now Pacific Avenue, and passed through the spot occupied now by St. Martin's Pavilion. Its course then took it northwest, along the east side of present-day dormitories. Figure 43-33 is a 2001 photograph taken looking northwest near the dormitories. Finally, the grade turned directly north and crossed Abbey Way.

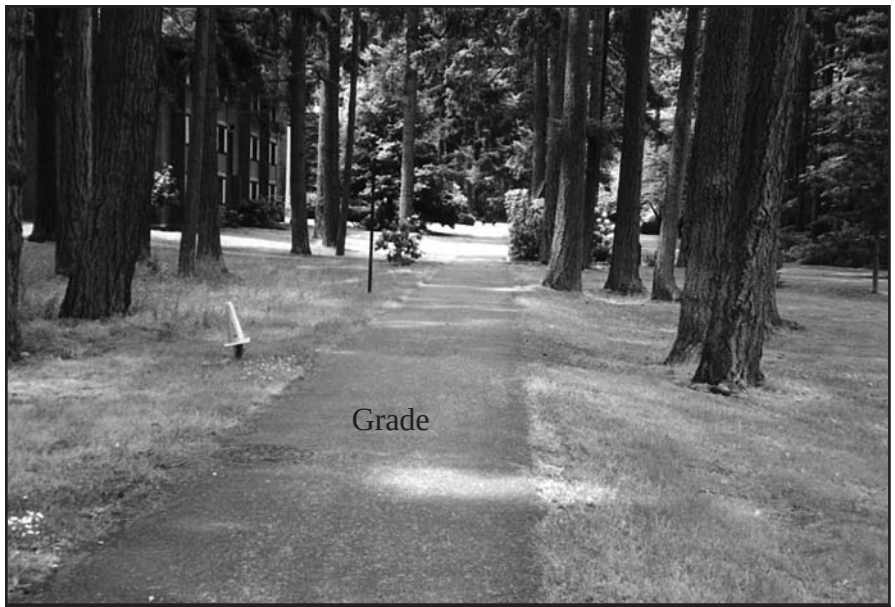


Figure 43-33 2001 View Northwest along Dormitories

Figure 43-34 2001 View South across Abbey Way

Figure 43-35 2000 View North, 200 feet N of 29th Ave.

Figure 43-34 was made facing south at the place where the line crossed 6th Avenue. From this point the grade can be followed north to an intersection with a paved path. North of that intersection the grade continues, but is difficult to see because of dense foliage. Other branches of this logging spur have been identified using 1936 aerial photographs.

Figure 43-13 is a map of the grades directly north of the Union Lumber Company mill. Neither Martin Way nor Interstate 5 had been built when this track existed. Most of the land here is relatively flat. Although ideal for constructing a railroad, little impression of the line remained after the track was taken up. This explains why almost none of this right-of-way can be found at present. Fortunately, 1936 aerial photographs demonstrate these grades nicely.

The crossing of Pacific Highway occurred approximately 200 yards west of the intersection between Pacific Highway and Mountain Aire Drive. No remnant can be seen there. Likewise, nothing marks the crossing of either Martin Way or Interstate 5. At the eastern end of 29th Avenue, the railroad was oriented in a north to south direction. A major spur left the mainline approximately 200 feet north of this point. It curved to the northeast, crossed Hogum Bay Road, and then followed the course now used by 31st Avenue. The place where this branch separated from the mainline is captured in the photograph comprising Figure 43-35. The picture was taken looking north, in the year 2000. Since then, the features seen here have been erased by construction.

Most of the company's Hannaford Creek Logging Company grades are located far from accessible roads. A few exceptions are presented in Figures 43-36 through 43-38. Figure 43-36 is a view northeast from Big Hannaford Road, east of the Centralia Power Plant. The line of brush on the left marks the location of the Centralia Eastern grade. On the right of the picture, the origin of the Hannaford Creek Logging Company grade can no longer be seen. Construction of a holding pond, visible on the right side of the picture, has obliterated the point of origin. Farther east, Figure 43-37 is another view northeast from Big Hannaford Road. The Hannaford Creek Logging Company grade is indicated. The grades seen in Figures 43-36 through 43-38 represent pieces of the rail lines found on the map presented in Figure 43-15. Figure 43-38 is a 2011 photograph made looking east across the portion of Big Hannaford Road that is oriented south to north. The grade is straight ahead; a clump of trees on the right is also visible at the far right side of Figure 43-37.

The Union Lumber Company suffered the same fate as did almost all the other large logging companies in Thurston County. It went out of business when its supply of logs was exhausted. But for a quarter of a century, it was a mainstay of the Thurston County economy.

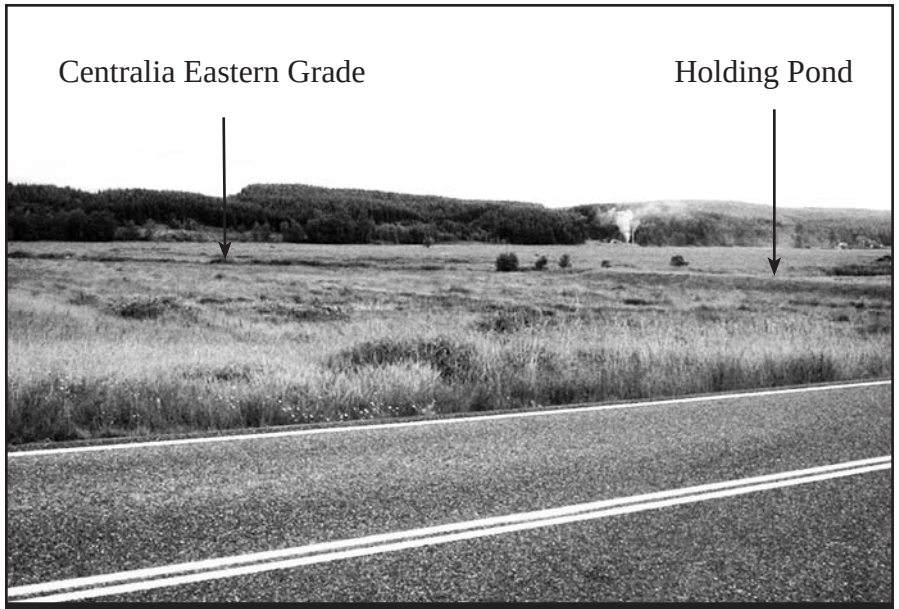


Figure 43-36 2011 View NE from Big Hannaford Road

Figure 43-38 2011 View East across Big Hannaford Road

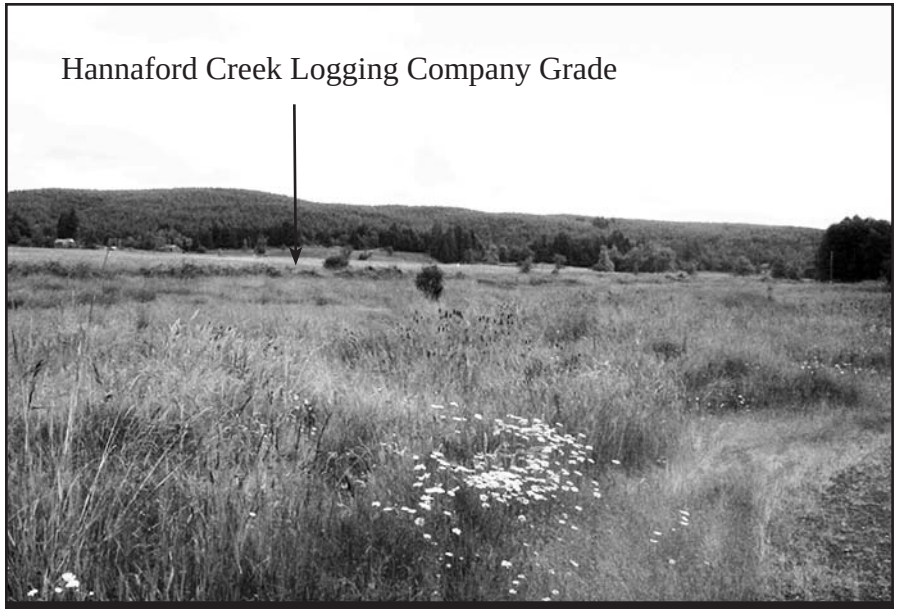
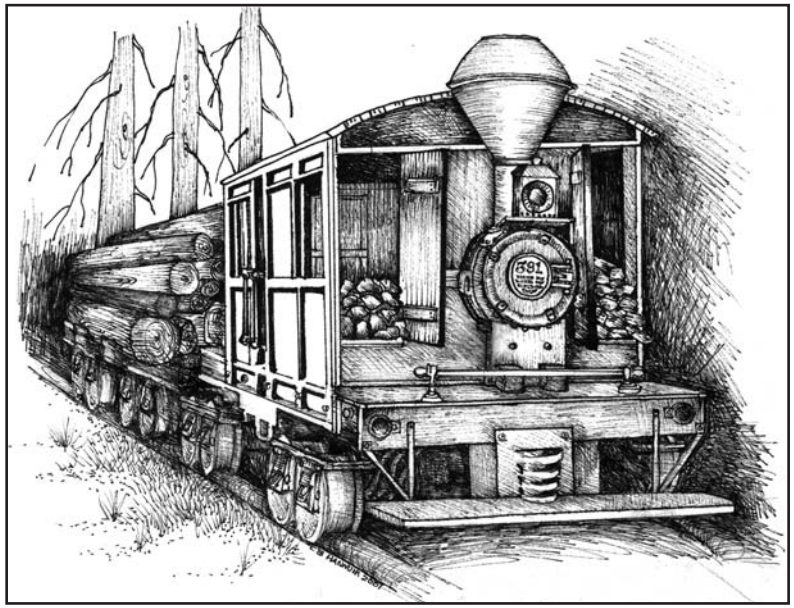
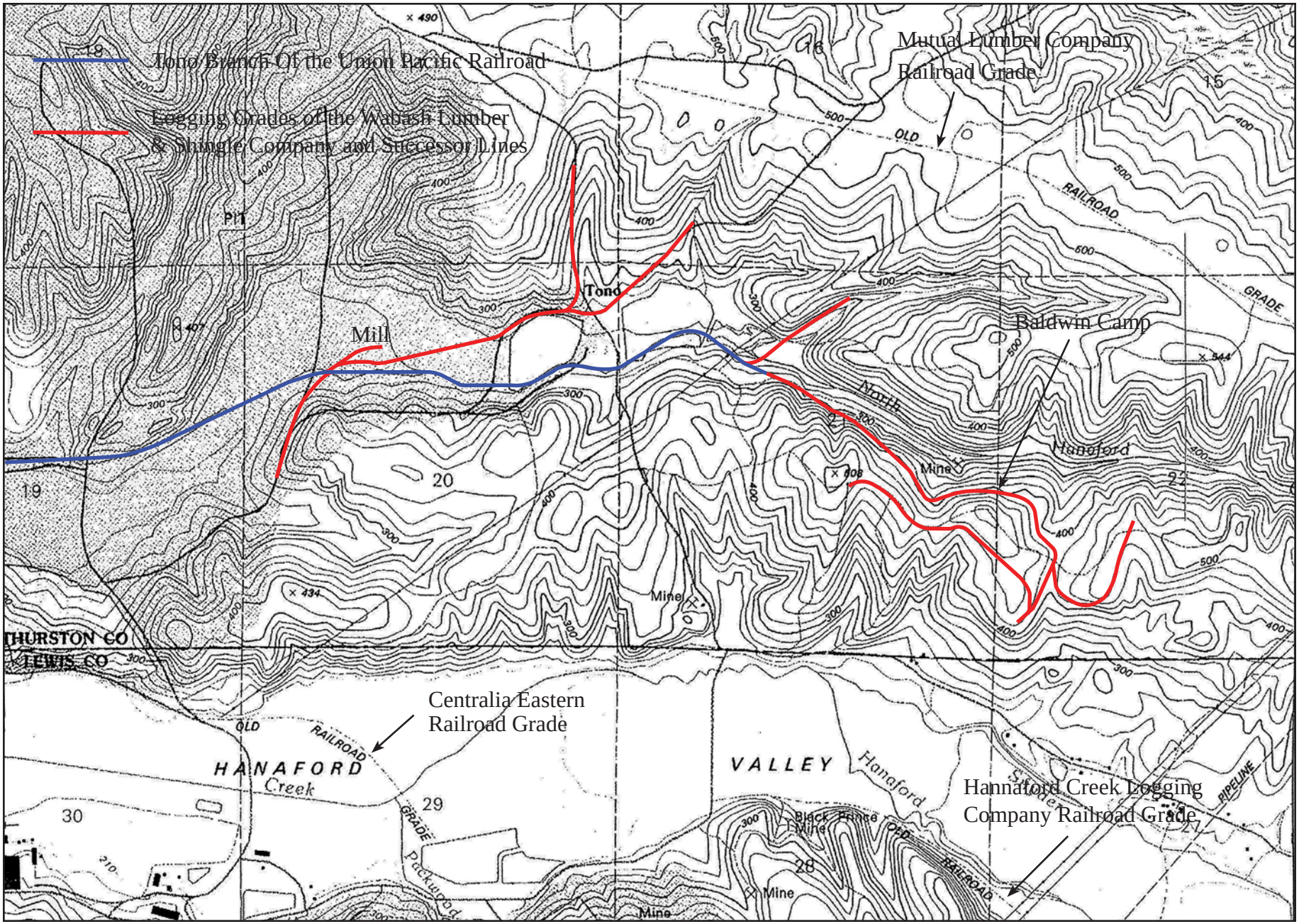


Figure 43-37 2011 View NE from Big Hannaford Road


Union Lumber Company's First Engine

Union Lumber Company



Route Map of the Wabash Lumber & Shingle Company Railroad and Associated Lines

44

Wabash Lumber & Shingle Company

The Wabash Lumber & Shingle Company, located at the now defunct community of Tono, was incorporated in 1913. Its railroad was constructed in conjunction with the Washington Union Coal Company, a subsidiary of the Union Pacific Railroad. Both businesses operated near the east end of Union Pacific's branch line from Wabash, in Lewis County, to Tono, in Thurston County.

The company's mill at Tono opened in 1914. However, the Wabash Lumber & Shingle Company was insolvent and in receivership in 1916, when the J. A. Veness Lumber Company of Winlock, Washington bought the operation. Included in the sale were a twenty ton Shay locomotive and four log cars. Figure 44-1 is part of a Union Pacific Valuation Map of the Tono Branch. When this image was prepared, the sawmill and its railroad had already changed hands.

According to the March, 1916 issue of *The Timberman*, Veness immediately signed a contract with both the Roundtree Company and R. W. Fletcher. It called for building one mile of pilings at Tono. It seems possible that this construction became part of the grade northeast of the mill. The 1917 edition of Western Railway & Logging Directory, published by *The Timberman*, noted that H. A. Baldwin was doing the logging at Tono and that he used one geared locomotive and four cars. His camp was one mile east of Tono and the business operated three miles of track. The 1919 directory contained similar information.

Baldwin bought some of the Veness timberland in 1918 and also paid him $50,000 to obtain the leasehold interest on certain other properties at Tono. Originally, those properties had been leased to the Wabash Lumber & Shingle Company by the Washington Union Coal Company. Included were the saw and planing mill, machinery, dry kiln, log pond, lumber docks, office buildings, logging railroad, rails, blacksmith shop, two bunk houses, ten dwelling houses, one twenty-ton Shay locomotive, four pair of trucks, three donkey engines, one pile driver, and other items. Baldwin completed his logging at Tono in 1919. He also owned

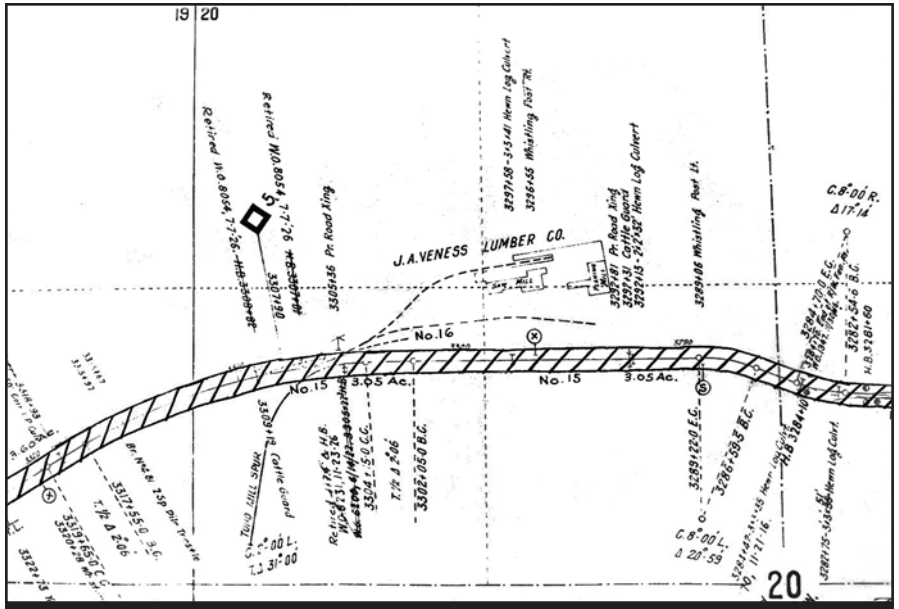


Figure 44-1 Post-1916 Union Pacific Valuation Map

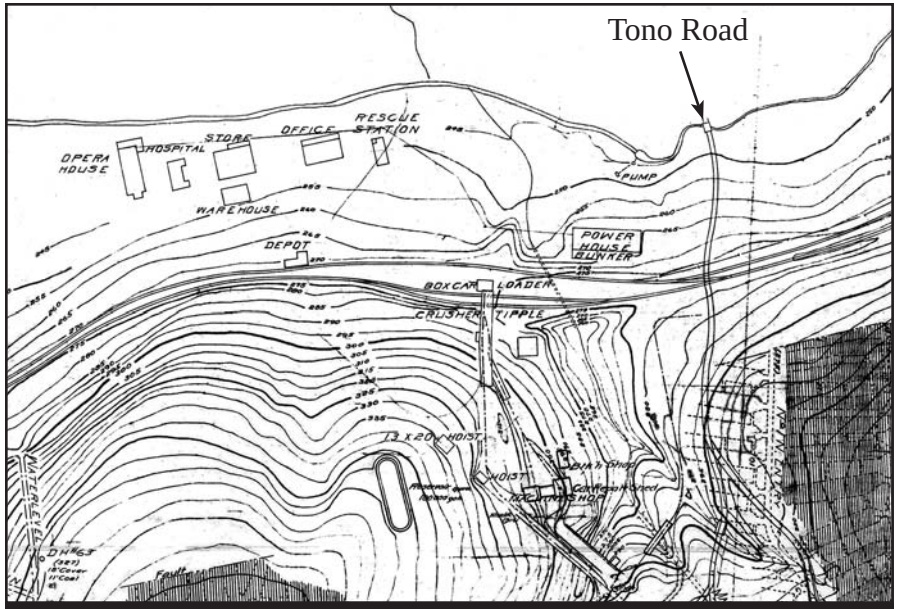


Figure 44-2 1928 DNR Coal Mine Map of Tono

some property in partnership with Veness, with the partners conducting business as Veness & Baldwin.

The November, 1920 edition of *The Timberman* mentioned that "The J. A. Veness Lumber Company, Winlock, has awarded a contract to the Winlock Construction Company to log its timber holdings at Tono, northeast of Centralia. Logging equipment has been shipped to Tono and logging operations have already commenced." All the accessible timber controlled by Veness had been cut in 1921 and railroad logging ceased at Tono. But Veness & Baldwin still owned some uncut timberland in the eastern part of Section 22, Range 15 North, 1 West. That land was sold to the Mutual Lumber Company, which had a nearby logging spur that provided easy access to that part of Section 22.

Figure 44-2 comes from a 1928 coal mine map archived at the Washington Department of Natural Resources. It includes a diagram of various buildings comprising the Village of Tono as well as the tipple of the Washington Union Coal Company. The latter company was a subsidiary of the Union Pacific Railroad and supplied much of the fuel used by that line. The April, 1916 issue of *The Timberman* reported that this mine produced about 1,000 tons of coal per day. As late as 1930, the mine was still shipping 500 tons per day. Figure 44-3 comes from a 1945 Union Pacific right-of-way map. It demonstrates the track plan at the Washington Union Coal Company coal bunkers. In 2012, Tono Road crosses the place where tracks were located on this diagram. That point is indicated on Figure 44-3.

Figure 44-4 is a Department of Natural Resources map of underground coal galleries associated with the mine. In addition, in the lower right corner, a spur to the Victory Coal mine is visible. This spur was served by the Hannaford Creek Logging Company's railroad. That line was a subsidiary of the Union Lumber Company, although most of its track is not included in the map. Figure 44-5 comes from the Washington State Historical Society. The photograph was made in 1909, just after the Union Pacific branch reached Tono. The view is west, toward the Washington Union Coal Company tipple. Three tracks can be seen. Figure 5-16, on page 66, is a view east from Tono Road toward the area where the tipple was located.

In later years, strip mining around Tono totally destroyed much of the topography, making it impossible to find many of the features that comprised this small but significant part of Thurston County's industrial history.

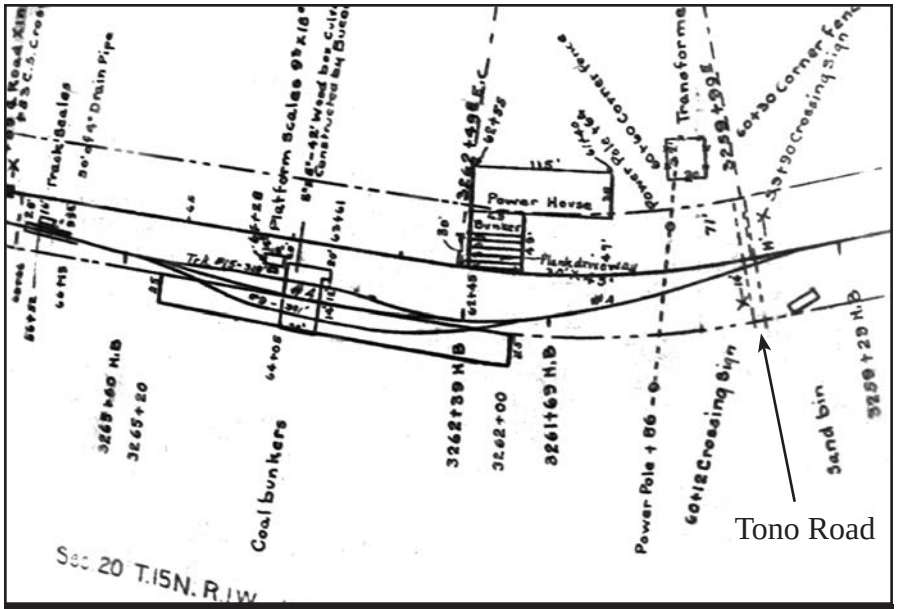


Figure 44-3 1945 Union Pacific Right-of-Way Map

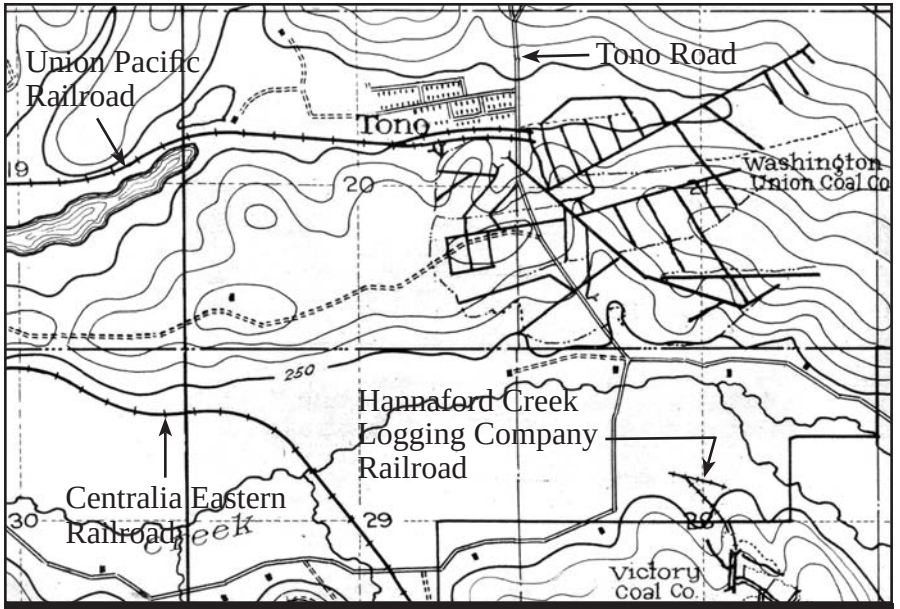
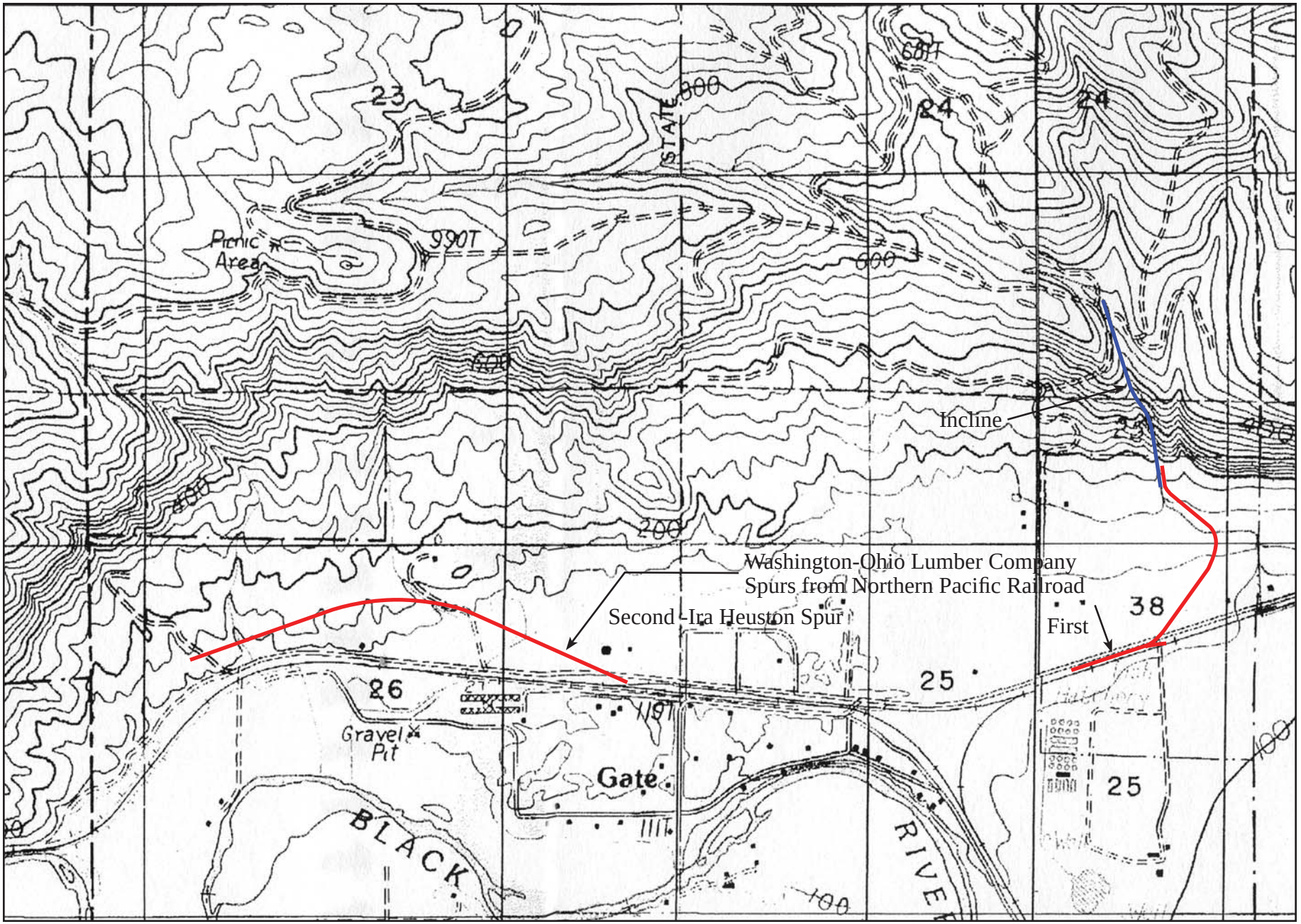


Figure 44-4 DNR Map of Coal Galleries at Tono

Figure 44-5 1909 View West toward Washington Union Coal Company Tipple

Wabash Lumber & Shingle Company



Route Map of the Washington-Ohio Lumber Company Railroad and Incline

45

Washington-Ohio Lumber Company

In the early part of the twentieth century, the Washington-Ohio Lumber Company utilized two short segments of logging railroad near Gate in southwest Thurston County. The business was incorporated 14 February 1907 as a wholly owned subsidiary of the National Lumber & Box Company. Both enterprises had their headquarters at Hoquiam, Washington, and the Washington-Ohio Lumber Company did the logging for its parent company. The owners of the Washington-Ohio Lumber Company resided in Youngstown, Ohio, while A. L. Paine acted as local agent in Hoquiam. Land in Thurston County comprised a relatively small portion of the company's long-term logging activity. The majority of its timberland was in Grays Harbor County, where it purchased rights to more than 3,800 acres in April, 1907. Because that land was inaccessible at the time of purchase, an immediate source of timber was required. That need was met by the operation at Gate, where logs could be harvested near the Northern Pacific Railroad and sent directly to Hoquiam for milling. In 1910 the Union Pacific Railroad completed its line from Centralia to Aberdeen. Thereafter, the Washington-Ohio Lumber Company (and its successor, the National Lumber & Manufacturing Company) operated a lengthy logging railroad that connected with the Union Pacific at Cedarville in Grays Harbor County.

The Northern Pacific Railroad built a siding for the Washington-Ohio Lumber Company in August of 1907. It was sited immediately east of Gate and was 684 feet in length. The location was between the mainline of the Olympia-Gate Branch of the T O & G H Railroad and what is now called Gate Road. The siding appears in Figure 45-1. This Northern Pacific map was produced 7 August 1914, just before the siding was removed. The Northern Pacific owned the first 192 feet of track leading away from the siding, after which point the rails crossed the county road and belonged to the lumber company. Farther north, the Washington-Ohio right-of-way was constructed over property belonging to Robert Bruce Dodge and terminated at the base of a logging incline.

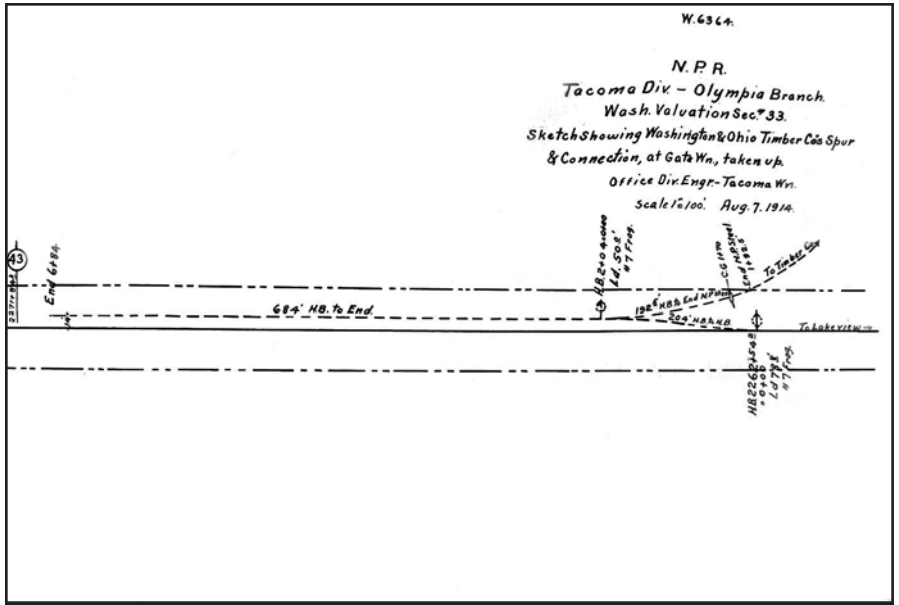

W. 6364.
N. P. R.
Tacoma Div. – Olympia Branch.
Wash. Valuation Sec. 33.
Sketch Showing Washington & Ohio Timber Co's Spur
& Connection, at Gate Wn., taken up.
Office Div. Engr. – Tacoma Wn.
Scale 1"=100'. Aug. 7. 1914.
End 684
684' NB. to End
To Timber Co
To Lakeview

Figure 45-1 1914 NP Railroad Map East of Gate

Figure 45-2 2001 Robert Bruce Dodge Residence

The incline was probably used previously by the Gate City Lumber Company, which began logging there in 1903. Such an incline was constructed by lining Dodge Creek, which came down the hill north of the Dodge residence, with cedar logs. A heavy cable was used to lower individual logs to the bottom, where they were loaded on rail cars.

Morris Dodge, a grandson of Robert Bruce Dodge, lives in a contemporary home next to the original Dodge residence. He showed me where the railroad and incline had been. Figure 45-2 is a 2001 view of the Dodge residence, which stands approximately 400 feet east of the place where the logging right-of-way crossed the county road. Figure 45-3 is a 2001 photograph taken at the bottom of the incline. Morris demonstrated a cable that was left there after the incline was no longer used. He is standing on one of the cedar logs that had been inset into the creek. South of the place where this photograph was made, deteriorating wooden ties were still present along the grade in the 1930s.

Figure 45-3 2001 Morris Dodge at Base of the Incline

Figure 45-4 Engine of the Washington-Ohio Lumber Company

Washington-Ohio Lumber Company

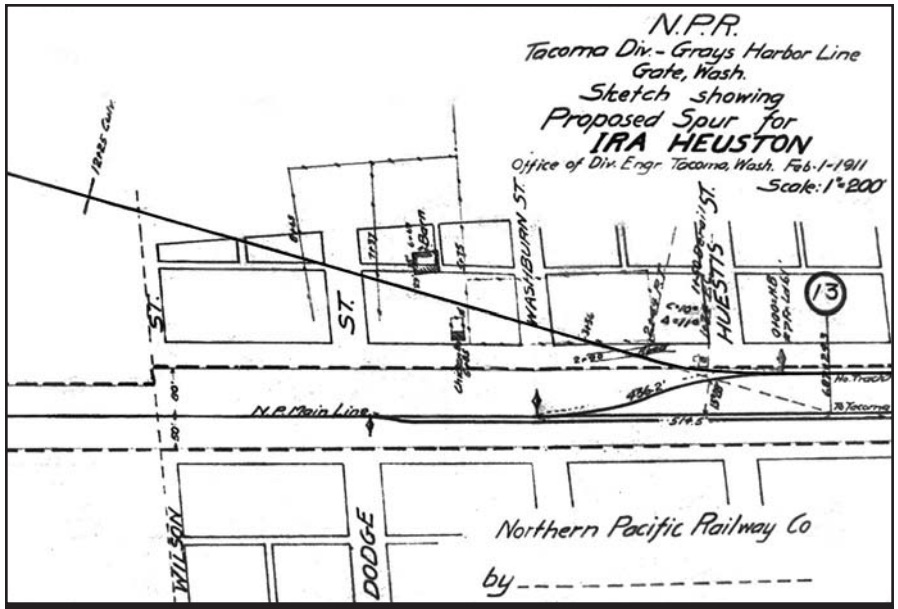


Figure 45-5 1911 Spur to Timber West of Gate

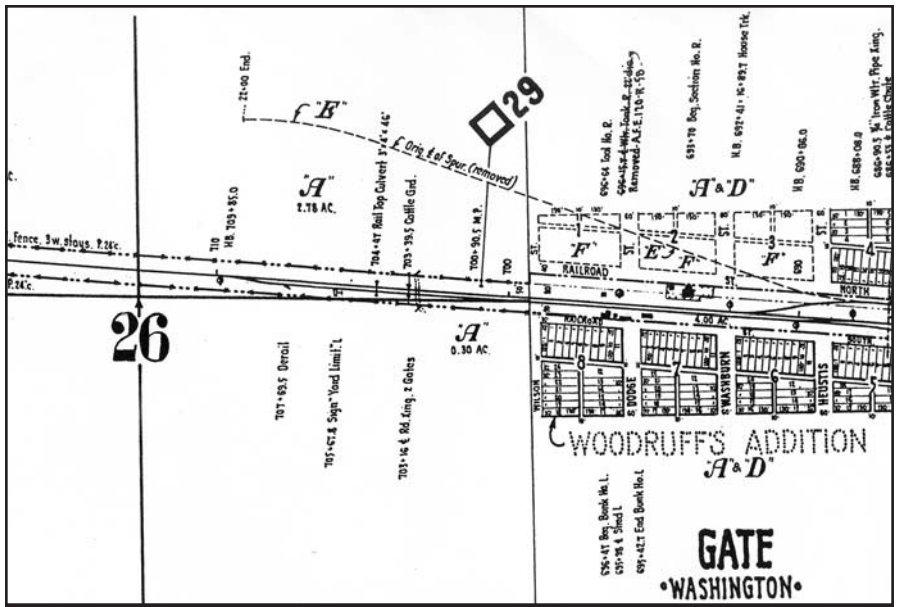


Figure 45-6 Circa 1917 Northern Pacific Valuation Map

Using the incline, the Washington-Ohio Lumber Company carried out extensive logging in Section 24 of Township 16 North, Range 4 West. Timber on the southwest quarter of that section was purchased in December of 1912. Later in 1913, the company owned the timber rights to all of Section 24. Glimpses of Gate, by Judith Upton, describes that logging. "It was a sizable operation. The logging camp had a cookhouse, office and four bunk houses for the crew. There were over 100 people on the payroll. Vean Hunter was the blacksmith. They hauled out about eight loads of logs a day for almost seven years. Afterwards they took up the railroad grade and tore down the buildings. The lumber was taken up to the Dodge's Mima homestead and used for chicken houses and out buildings." Figure 45-4 appeared in Glimpses of Gate and is reproduced courtesy of Judith Upton. This photograph was made by Ralph Pilcher and came from the collection of Otis Parish. This is the locomotive operated at Gate by the Washington-Ohio Lumber Company. It was constructed around a steam threshing machine engine and all four wheels were driven by chains. Morris Dodge has a collection of approximately two dozen segments of four inch-wide chains, all of which have been found along the right-of-way between the incline and Gate Road.

On the west side of Gate, the company began operating over a second segment of railroad in November, 1912. This track had been installed by the Northern Pacific in 1911 for the use of Ira Huston and Henry Leln. It originated immediately west of the Gate passenger station, from the house track. Figure 45-5 is a Northern Pacific map of the proposed spur. Figure 45-6 is a Northern Pacific Valuation Map of the region where the spur was located. Huston and Leln's lease for this right-of-way expired in July of 1912. The Washington-Ohio Lumber Company then signed a lease for the same right-of-way in November, 1912. Subsequently the company extended the right-of-way into the southwest quarter of the northwest quarter of Section 26, Township 16 North, Range 4 West. Thereafter, the Washington-Ohio Lumber Company used the entire length of this track to receive logs from the north fourth of that same section.

Late in October of 1913, the National Lumber & Manufacturing Company resulted from the merger of the Washington-Ohio Lumber Company and the National Lumber & Box Company. Shortly thereafter, the newly consolidated company ended its Gate operation after logging on the north quarter of Section 26 was completed.

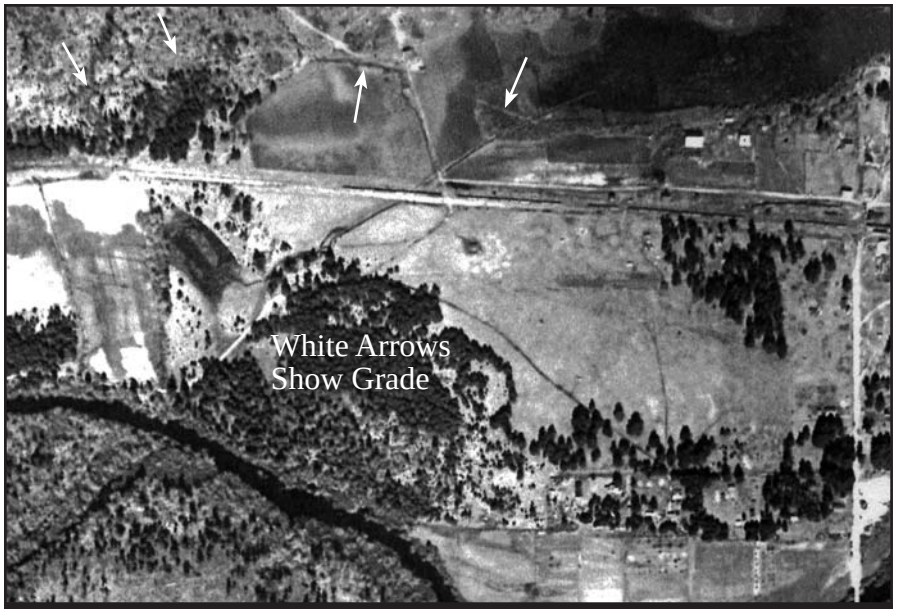
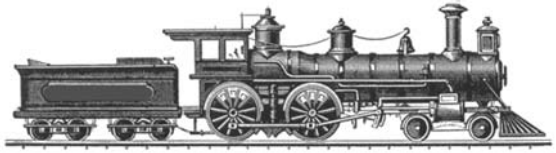


Figure 45-7 1936 Aerial Photograph at Gate

Little sign of this lumber company remains at Gate. The 1936 aerial photograph presented in Figure 45-7 still showed a suggestion of the grade used by the company at the west end of Gate. Figure 45-8 is a 2010 picture made facing west toward that right-of-way. It was made north of the residence at 12606 Hunter Road, where the grade lies in a cut. Currently, a small stream follows the path of the old logging railroad.

Although Gate is now just a sleepy little village, it was quite an industrial site in the few years that the Washington-Ohio Lumber Company operated there.

Figure 45-8 2010 View West at 12606 Hunter Road



46

A. E. White, Inc.

Albert Edward White was known as A. E. White to distinguish himself from a fellow logger who was his uncle, Allen White. A. E. White was associated with three separate railroads that constructed track in Thurston County. The largest, by far, was the one associated with the Black Lake Mill Company. Please see Chapter 11 for details of A. E. White's relationship to that organization.

White actually began his long logging career in Grays Harbor County, in association with his uncle, Allen White. For several years at the beginning of the 20th century he lived at the village of Grove and harvested his uncle's timber. Situated along the Middle Branch of the Satsop River, in Section 8 of Township 19 North, Range 6 West, Grove was actually in Mason County. It was located just north of the Grays

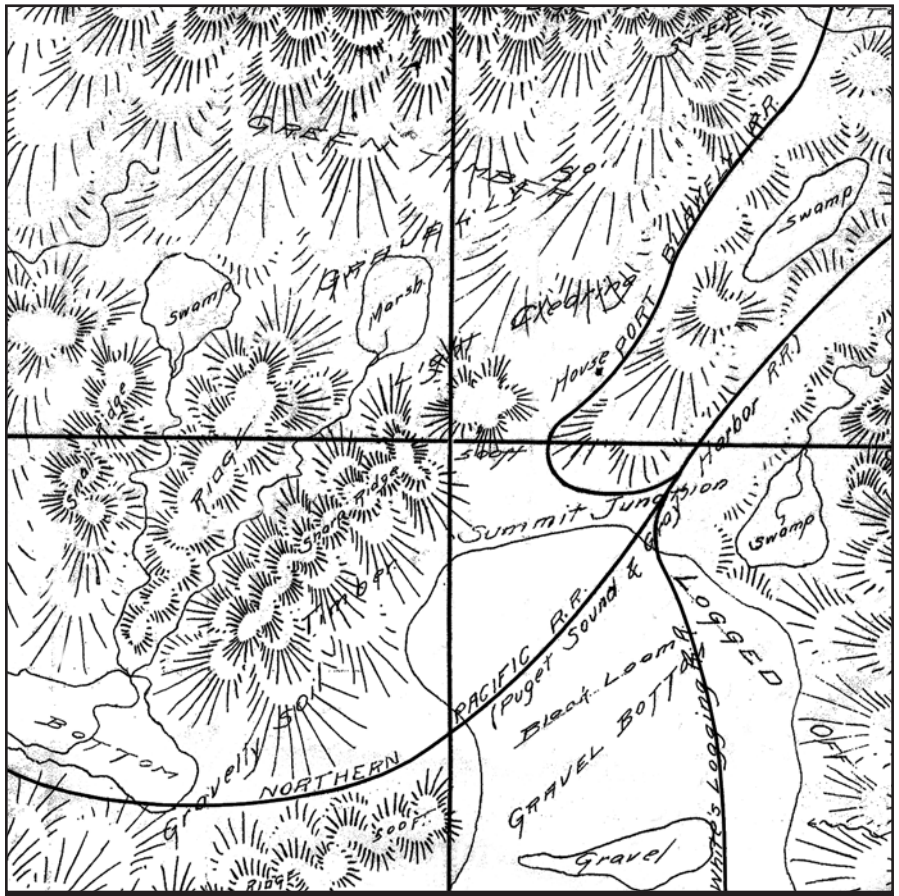


Figure 46-1 1909 Mason County Timber Cruise

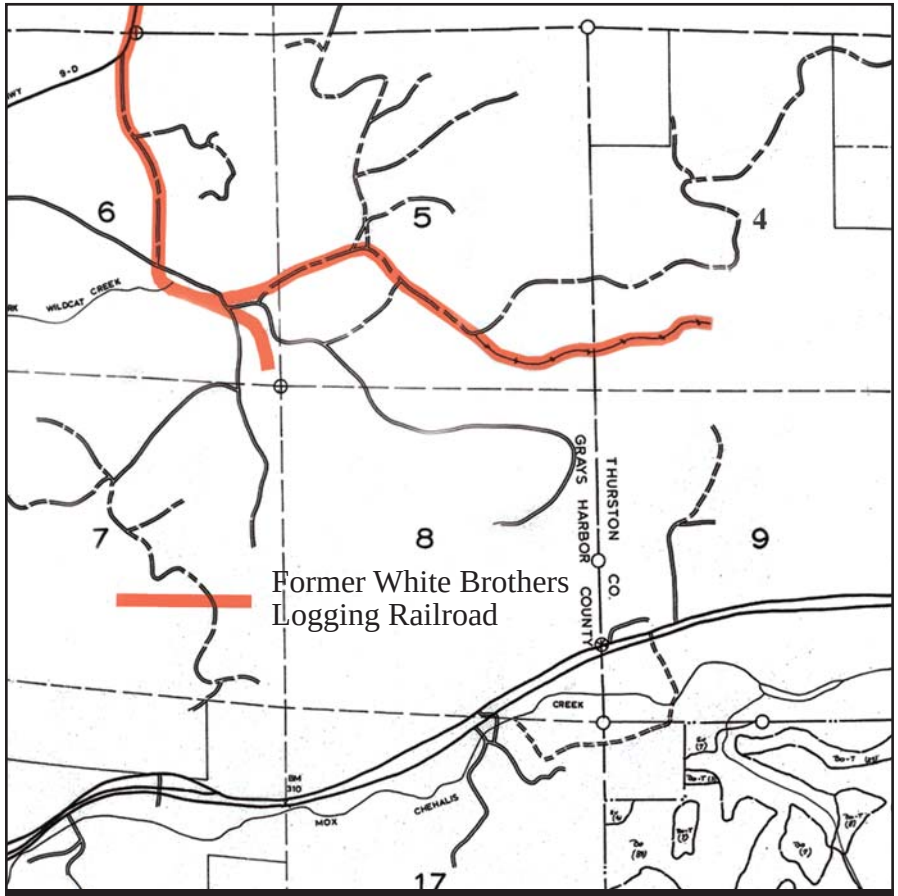
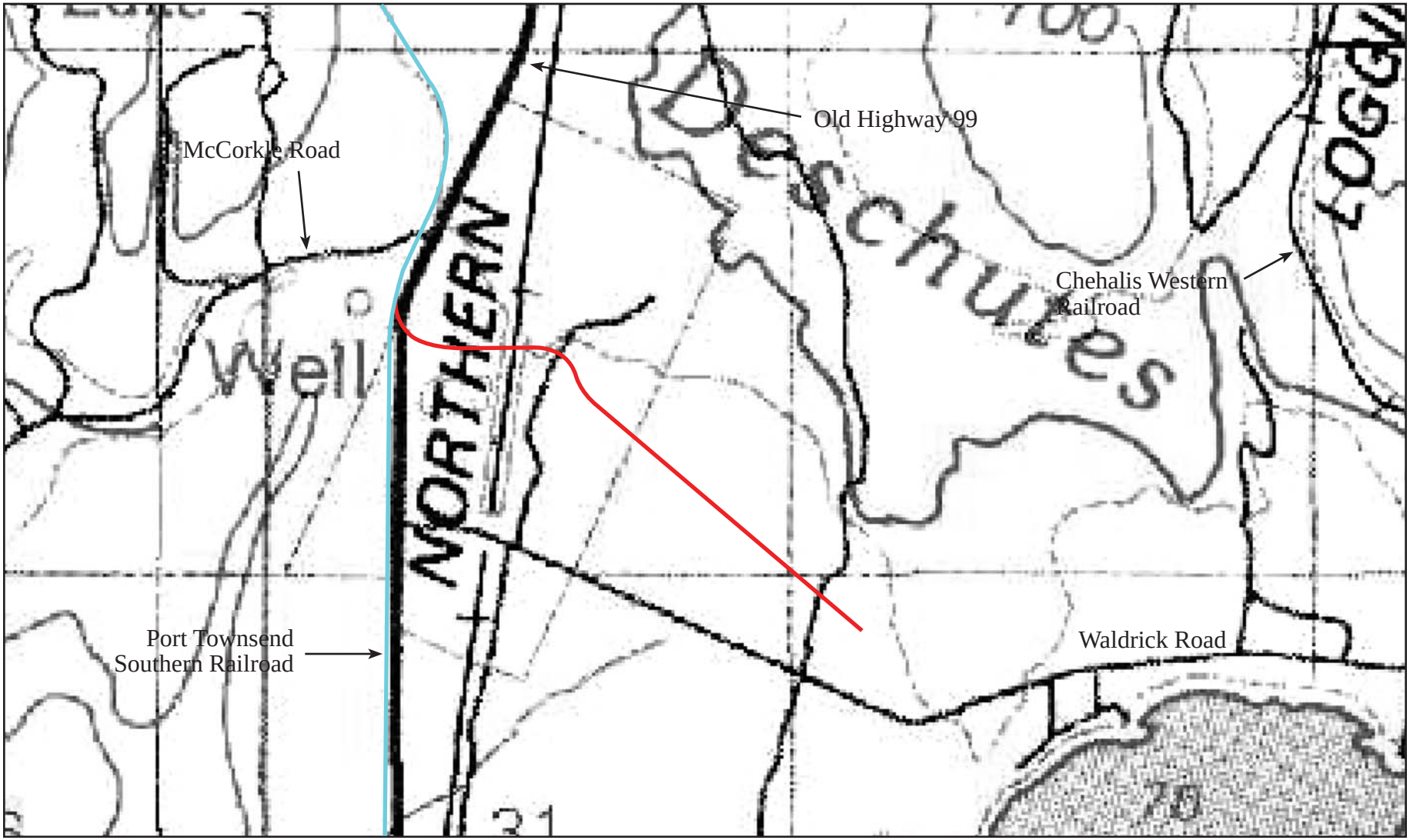


Figure 46-2 1966 Capitol Forest Soils Survey



Route Map of the A. E. White, Inc. Logging Railroad

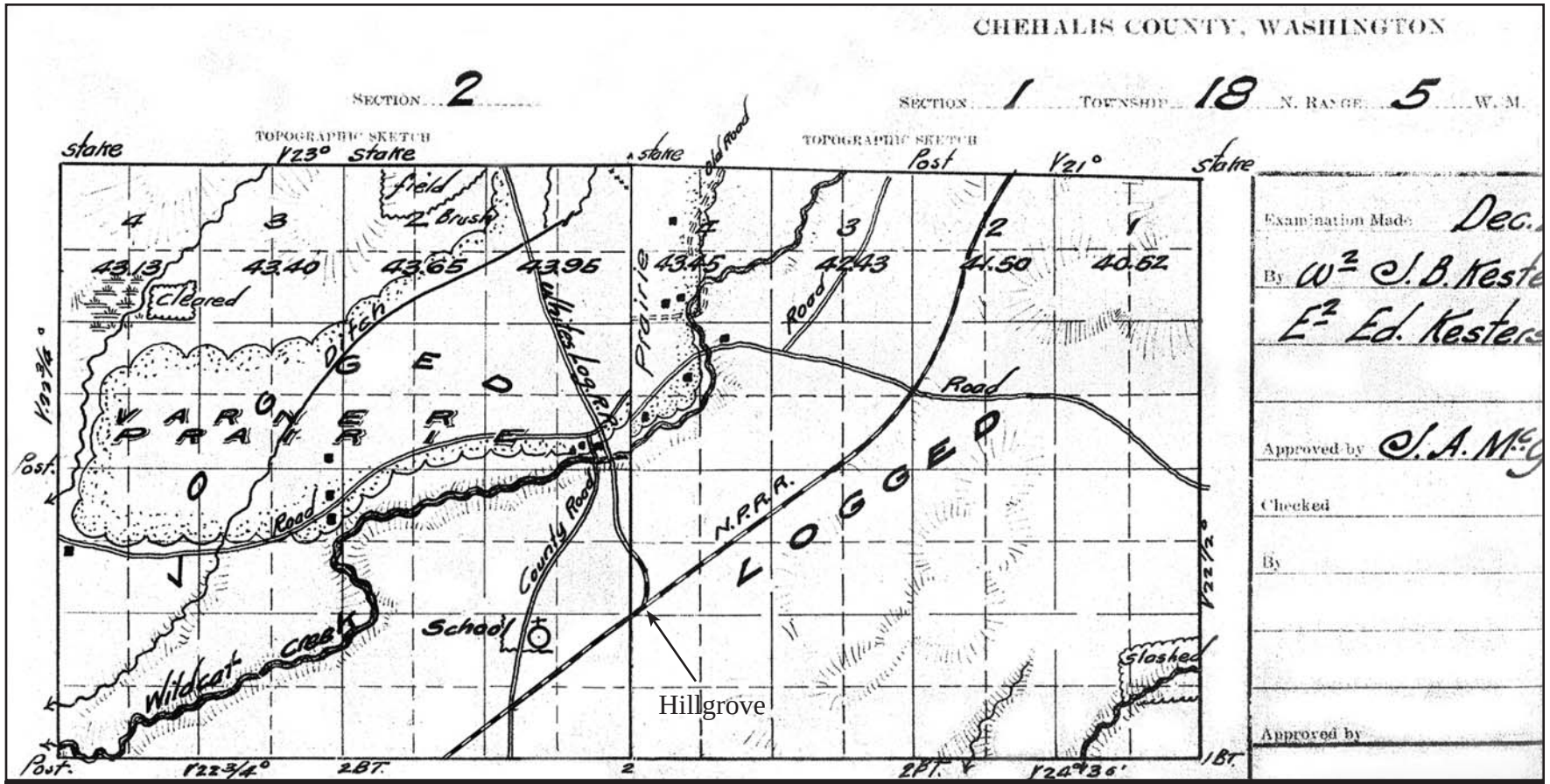


Figure 46-3 1911 Conjoined Grays Harbor County Timber Cruises, Sections 1 and 2, Township 18 N, Range 5 W

Harbor County line. Logs were transported down the Satsop River when water levels were high enough, generally during the winter.

Before moving to Thurston County, A. E. White was already experienced in railroad logging. He had developed two short segments of logging railroad in Grays Harbor County. Both were located along the Elma Branch of the Northern Pacific Railroad. The first segment originated at Summit Junction (in Section 31, Township 19 North, Range 4 West) and began operating in the summer of 1906. The White Star Lumber Company (controlled by Allen White) backed the construction of this line, which actually entered Thurston County for a short distance. Figure 46-1 is a 1909 Mason County timber cruise of that section. The most distant portion of this right-of-way entered Thurston County in Section 4 of Township 18 North, Range 4 West. Figure 46-2 comes from the 1966 Capitol Forest Soils Survey, prepared by the Department of Natural Resources. Investigators at that time had reason to believe that the cross-hatched feature, passing between Section 5 and Section 4, represented an old railroad grade.

Hillgrove, a designated station on the Elma Branch of the Northern Pacific Railroad, was the origin of the second segment, which went into operation in 1908. By that time, A. E. White's brother, Herbert Walter White (who was known as H. W. White) was working with him. The two men conducted business as the White Brothers Logging Company. Figure 46-3 resulted from combining the 1911 Grays Harbor timber cruise maps (which are not to scale) from Sections 1 and 2 of Township 18 North, Range 5 West. "Whites Log. R. R." can be seen heading north from Hillgrove.

A. E. White, Inc.

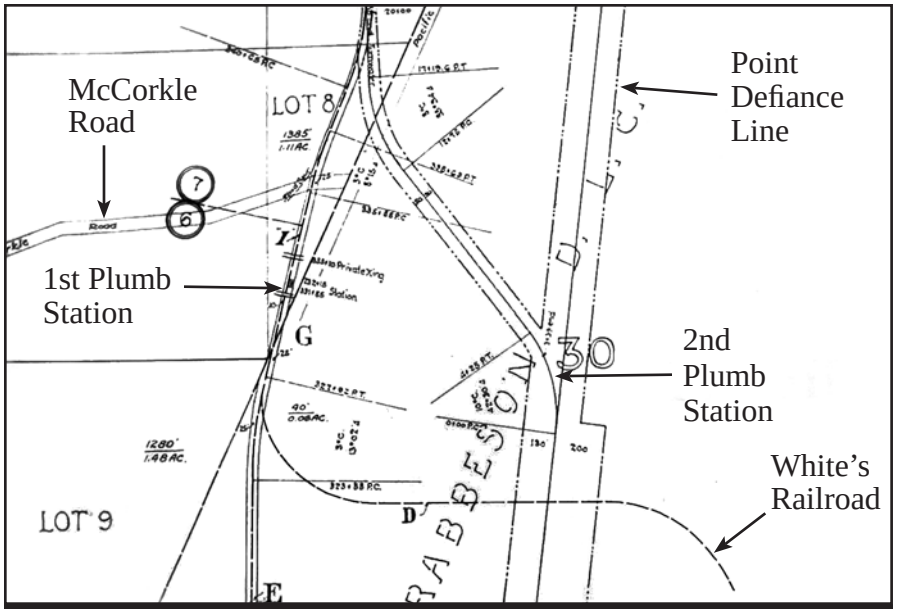


Figure 46-4 Circa 1917 Northern Pacific Valuation Map

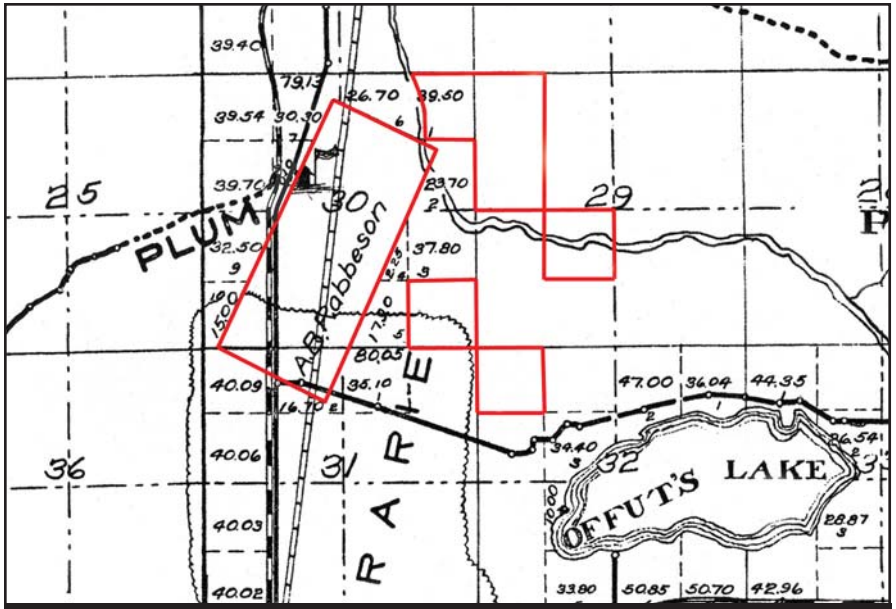


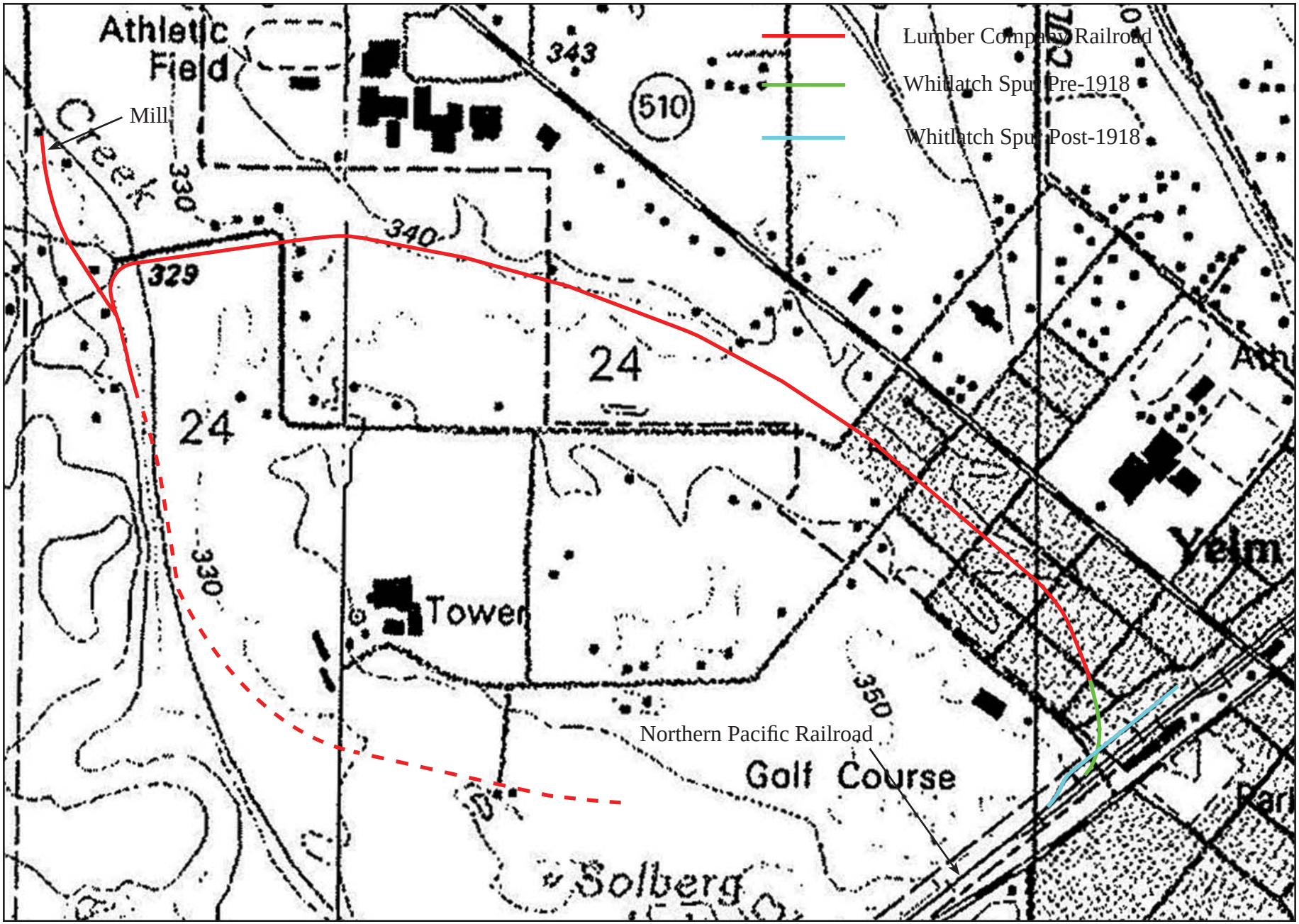
Figure 46-5 Timberland Harvested by A. E. White, Inc.

A. E. White, Inc.

Logging along both Grays Harbor County segments was completed in 1910, when the White Brothers turned their attention to the logging business at Black Lake. In 1911, while working out details for the Black Lake operation, A. E. White began a separate Thurston County venture. The enterprise was called A. E. White, Inc., and was independent of the White Brothers Logging Company. The new corporation acquired extensive timber rights in the region near the first Plumb Station, along the Port Townsend Southern Railroad. Late in 1911, White applied to the Washington Public Service Commission (Case # 500 in records archived by the Washington Utilities and Transportation Commission) for permission to cross what is now Old Highway 99. He planned a short logging line which was to connect with the Port Townsend Southern. The crossing was to be approximately 250 feet south of Plumb Station, and would only be used for about 90 days. Figure 46-4 is part of a circa 1917 Northern Pacific Railroad Valuation Map from the Jim Fredrickson collection. White's railroad can be found near the bottom of the image. In this figure, the second Plum Station is located along the Point Defiance Line of the Northern Pacific. The latter line was constructed a few years after White's railroad and it cut across the abandoned right-of-way of the logging line. Timberland harvested by A. E. White, Inc. is shown within red lines in Figure 46-5. A. E. White is pictured in Figure 46-6, courtesy of Ron and Jan Graham. He is the tallest man, with a mustache, standing on the company's Forney locomotive # 35. The photograph could have been made at any of the four locations where White operated a railroad. This engine was purchased from the Hewitt Logging Company of Grays Harbor County.

A. E. White moved to Belmore at the time he became associated with the Black Lake Mill Company. He continued to reside there for the remainder of his life. Tragically, he was killed on a Northern Pacific grade crossing at Belmore in 1942. His car stalled on the track while he was using the old (now removed) road to his home. The location of the accident is visible in Figure 11-20. It was a sad ending for a distinguished Thurston County logger.

Figure 46-6 A. E. White with Hat and Mustache, Standing on Engine # 35



Route Map of the Whitlatch Lumber Company Railroad

47
Whitlatch Lumber Company

The Whitlatch Lumber Company mill was located west of Yelm. The business owned a short segment of track that terminated at Whitlatch Spur on the Prairie Line of the Northern Pacific Railroad. As noted in the paragraph which follows, the company owned a "traction engine with one [log] car." This suggests that, in addition to the connection with Whitlatch Spur, a railroad was used to bring timber to the mill. One of the proprietors, Emery E. Whitlatch, owned 0.75 square mile of timberland directly south of the mill (the west half of Section 24, Township 17 North, Range 1 East, plus the northwest quarter of Section 25). No record has been found to confirm precisely where, within that property, the company might have operated its traction engine. However, it seems likely that this undiscovered right-of-way was continuous with rails seen in Figure 47-2, south of the mill. One possible pathway, suggested by features seen on a 1944 aerial photograph, is presented as a dashed line on the map on page 392. Northern Pacific locomotives probably provided switching services between the Prairie Line and the mill.

Plans for the lumber company were formulated in 1912. On November 1, the Northern Pacific printed a sketch of a spur (not included here) to serve the business. Figure 47-1 is part of a circa 1917 Northern Pacific Valuation Map of the Prairie Line. The spur is visible on the southwest side of Yelm. The lumber company purchased a right-of-way between the spur and the mill in April of 1913. In the same month, the Whitlatch Lumber Company paid Emery Whitlatch $7,000 for personal property to be used at the mill. Whitlatch had been conducting business in the vicinity of Yelm as early as 1910 under the name "Whitlatch Mill." The mill building was 140 feet long and 32 feet wide. Also included were saws, blacksmith tools, an Ames boiler and engine for operating the mill, a donkey engine for logging, a bunkhouse, a cookhouse, an office building, and a wagon with one span of horses. There was also the "traction engine with one car." In another April deed, the company leased five acres of land for the mill. It was sited "in that part of Section 24 lying north of the Old Military Road, and west of the ditch."

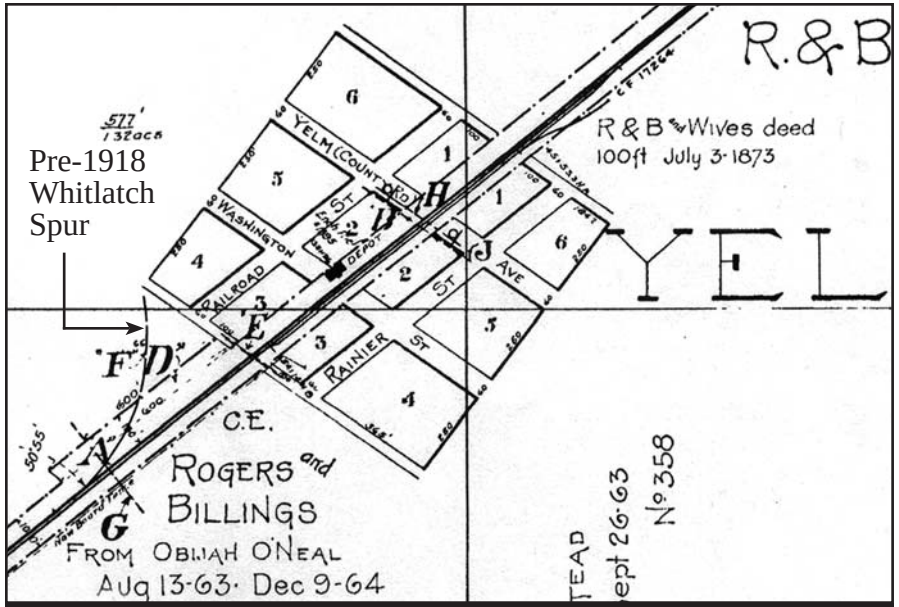


Figure 47-1 Circa 1917 Northern Pacific Valuation Map

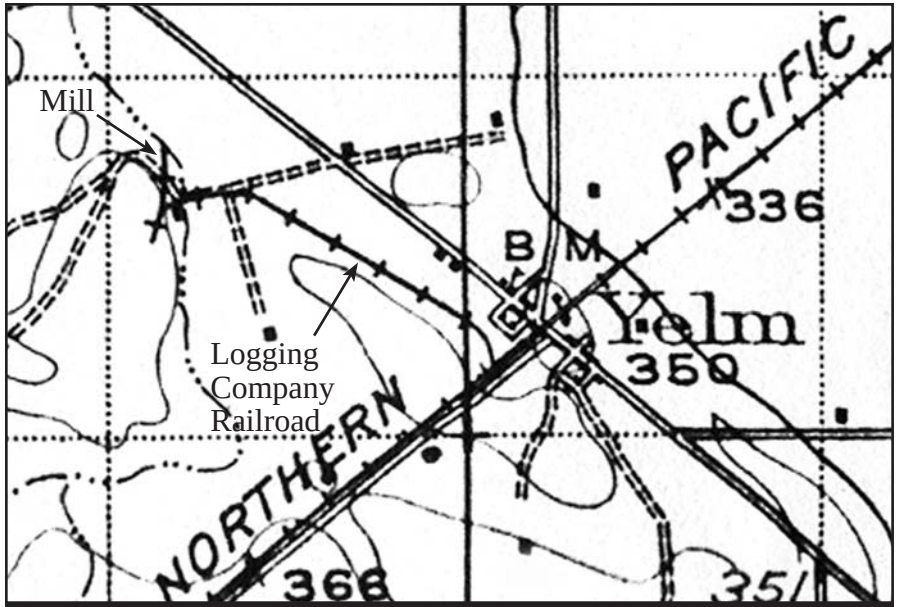


Figure 47-2 1916 U. S. Geological Survey Map

The May, 1913 issue of *The Timberman* reported the April incorporation of the Whitlatch Lumber Company by E. E. Whitlatch, J. C. Cook, and J. G. Startup, all of whom resided in Tacoma. The business address of the corporation was also Tacoma and capital stock totaled $15,000. The February, 1914 edition of the same publication noted that the company was adding a shingle mill to its Yelm operation. Later in 1914, both the lumber and shingle mills burned. The February, 1915 issue of *The Timberman* mentioned that "A new shingle mill is being built at Yelm by the Whitlatch Lumber Company, to replace the plant destroyed by fire last year." Figure 47-2 reproduces part of the 1916 U. S. Geological Survey Map of the Chehalis Quadrangle. Tracks between the Northern Pacific spur and the mill are visible.

No mention of this company could be found in lumber trade journals after 1915. It was stricken from the list of Washington corporations on 1 July 1917. The Northern Pacific Railroad took out the switch leading to the mill in 1918, as recorded in AFE 721-18. At the same time, another switch was installed approximately 230 feet farther south. The spur accessed by the new switch served a stockyard and team track (a track accessible by horse and wagon) but it continued to be known as Whitlatch Spur. The reconfigured spur was 876 feet long, whereas the original spur seen in Figure 47-1 was 377 feet in length. Figure 47-3 is part of a Northern Pacific Railroad map of the region around Yelm. The original Whitlatch Spur appears purple while the reworked spur is blue-green.

Figure 47-4 is a 1928 photograph from the Northern Pacific Railroad Joint Facilities Book #3. It appears courtesy of Jim Frederickson and Brian Ferris. The view is northeast along the Prairie Line, from a position south of downtown Yelm and east of the modern location of the Tacoma Valley Golf & Country Club. Track number 1 is the Prairie Line. Number 2 is the passing track at Yelm. Number 3 is the post-1918 location of Whitlatch Spur. Number 4 is the spur to the Gruber-Docherty Lumber Company. The Yelm depot is labeled A. The letter C locates a building used to store section gang equipment, such as tools and a track car. The stockyard mentioned above is found at D. Figure 47-5 is a 2010 photograph made from approximately the same place.

The post 1918 Whitlatch Spur appears in Figure 47-6, another 1928 photograph from Joint Facilities Book #3. Here, track number 1 is the Prairie Line while number 3 is the post-1918 Whitlatch Spur. The letter A identifies a derail devise, and D is applied to the stockyard. Figure 47-7 was made in 2010 at about the same position as was Figure 47-6. This location is approximately 340 feet southwest of the place where the current Yelm-Tenino trail crosses Mossman Road. The origin of the cut used by the spur can be found if one is willing to penetrate dense brush. The post-1918 spur can also be found immediately east of the Tacoma Valley Golf & Country Club. There, it is entirely overgrown with blackberry vines. Look for it at a point 50 feet west of the Yelm-Tenino Trail and 200 feet southwest of Mossman Road. Figure 47-8 is a 2010 view north toward that point.

There is no visible remnant of the original Whitlatch Spur at the place where it connected to the Prairie Line. That spot was approximately 110 feet southwest of the intersection between Mossman Road and the Yelm-Tenino Trail. Little of the rest of the spur was visible in the 1944 aerial photograph reproduced in Figure 47-9. Likely segments are identified with black arrows. Figure 47-10 is a photograph made in 2010 from Tahoma Boulevard, a recently constructed road. The view is northwest. The railroad was located at the far end of the field, below the bluff in the distance. This is the same segment indicated by the arrow that is second from the right in Figure 47-9. At the west end of Berry Valley Road, after crossing the ditch carrying Thompson Creek, the railroad curved sharply to the south. The driveway for the residence at 14503 Berry Valley Road was probably built over that part of the railroad. It can be seen in Figure 47-11, a view facing southwest. Figure 47-12 looks almost directly west from the same position. Another track, identified by a red arrow, headed north to the mill. It passed behind the house at 14505 Berry Valley Road, which is visible in this picture. The sawmill was somewhat northwest of this house. In a 1999 interview, a resident of 14449 93rd Avenue SE mentioned that the Whitlatch Lumber Company buildings had been located on the site of the house with that modern-day address.

Yelm has grown significantly in population since the Whitlatch Lumber Company operated there. Constant encroachment of new construction means that this little railroad may someday survive only as a memory.

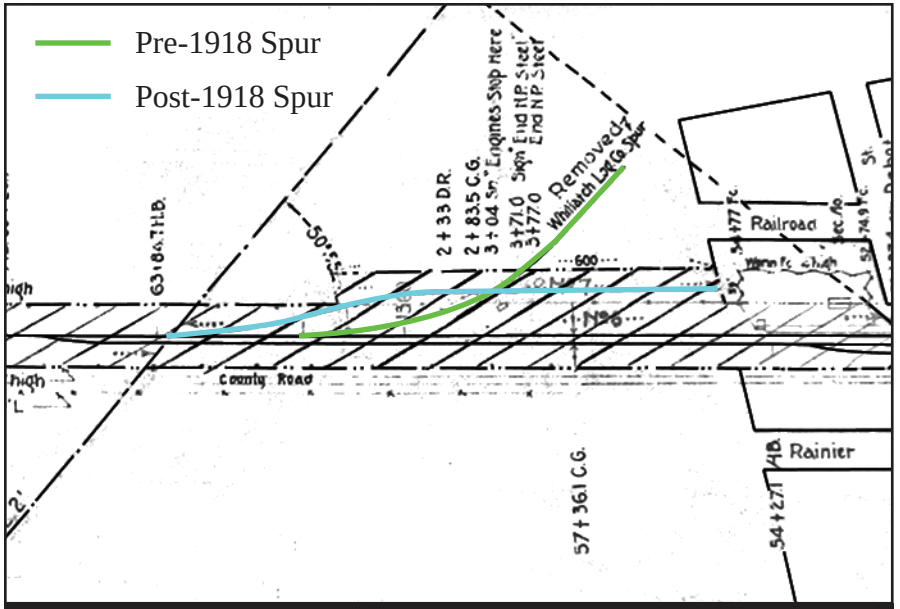


Figure 47-3 1918 Map from NP Railroad AFE 721-18

Whitlatch Lumber Company

Figure 47-4 1928 View Northeast toward Yelm and the Origin of the Post-1918 Whitlatch Spur (3)

Whitlatch Lumber Company

Figure 47-5 2010 View from Position of Figure 47-4

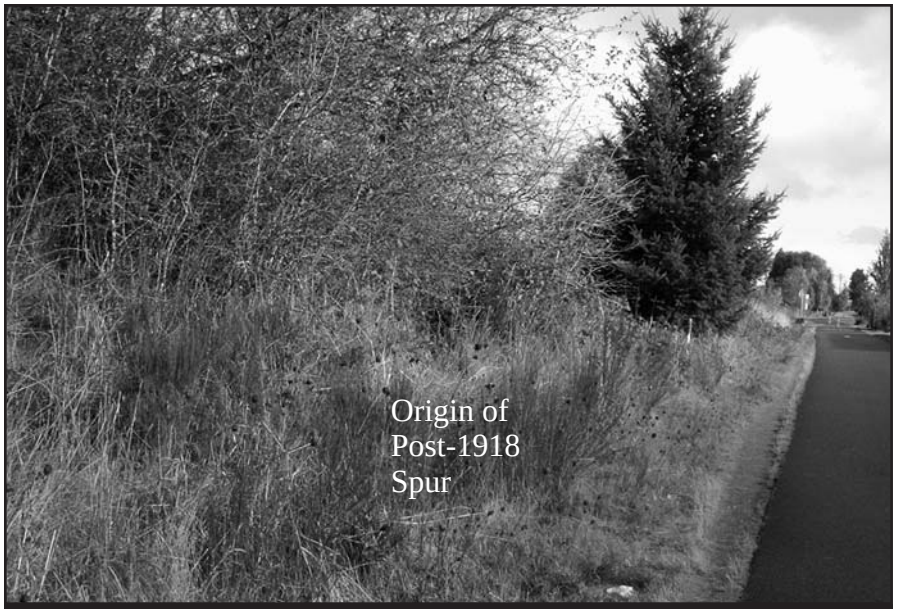


Figure 47-7 2010 View from Position of Figure 47-6

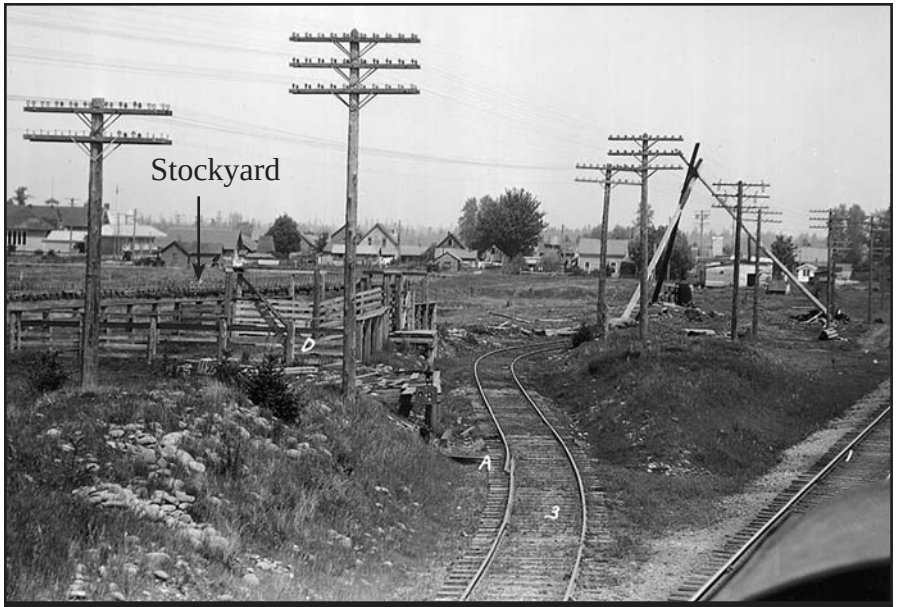


Figure 47-6 1928 View N at Origin of Post-1918 Spur

Figure 47-8 2010 View N Across Post-1918 Spur

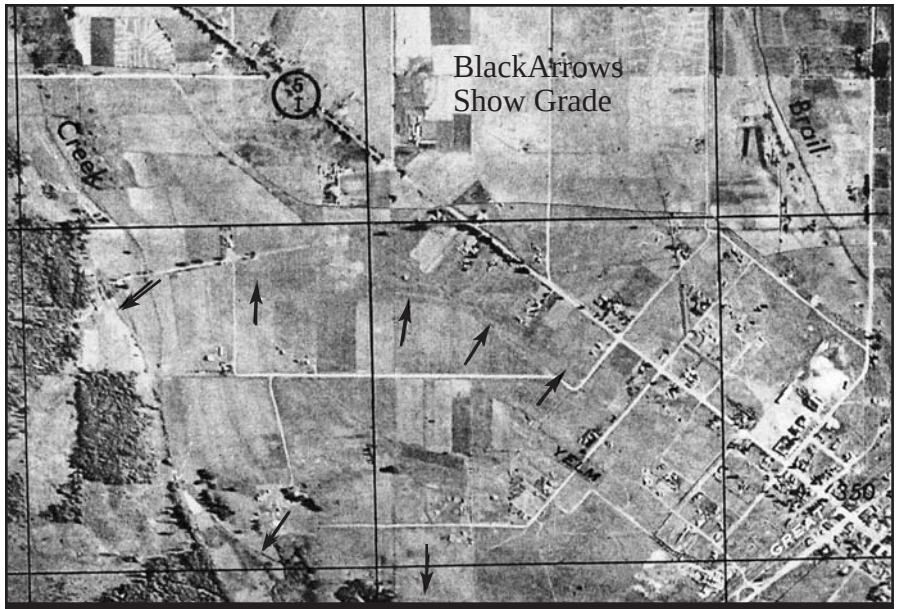


Figure 47-9 1944 Grade on Aerial Photo West of Yelm

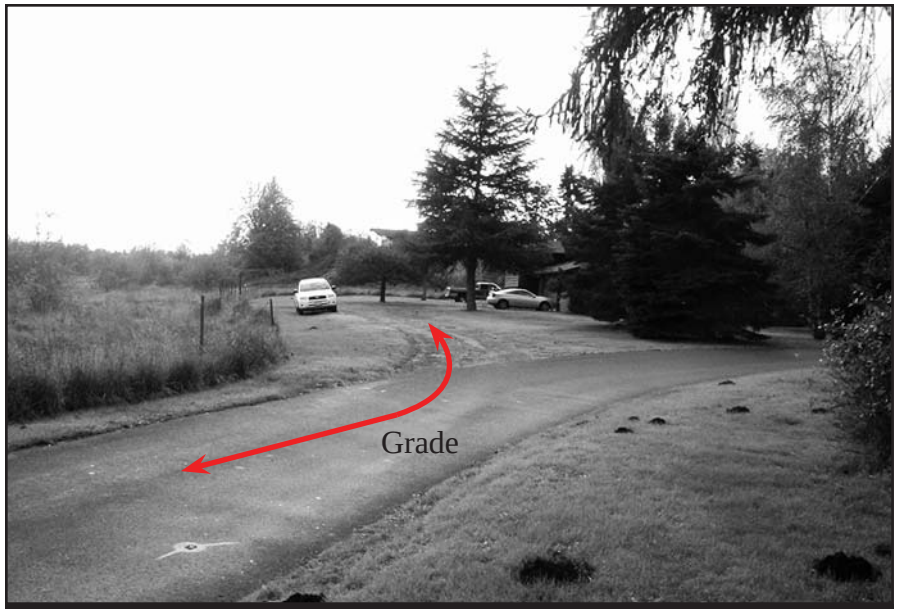


Figure 47-11 2010 View SW at 14503 Berry Valley Road

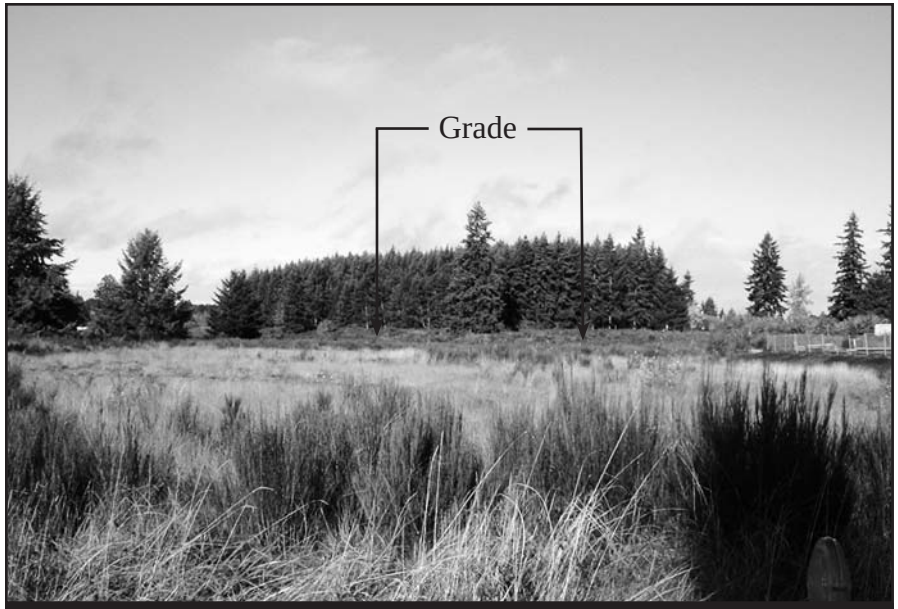
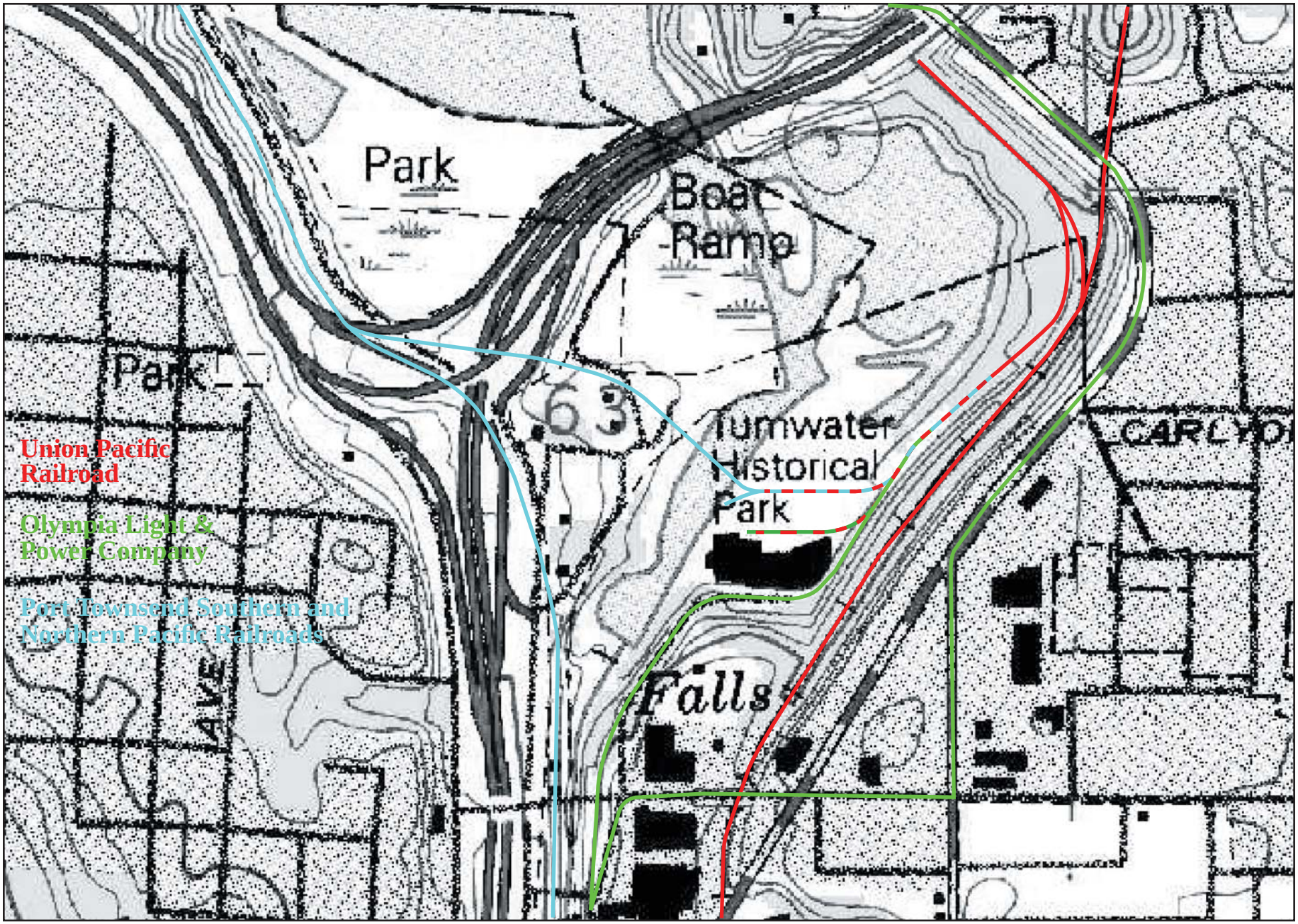


Figure 47-10 2010 View NW from Tahoma Boulevard

Figure 47-12 2010 View W at 14505 Berry Valley Road



Railroads of the Early Olympia Breweries

Appendix A

Railroads of the Early Olympia Breweries

The Olympia Brewing Company erected a new brewhouse in 1906. Built with Chehalis brick in Italianate style, it is still a landmark in Tumwater. Over its first fifty years, it was served by three different railroads. These connections are shown with different colors on the map facing this page. The first link was to the wooden structure that preceded the 1906 building. That service commenced in 1896 and was provided by trolleys of the Olympia Light & Power Company. The latter company's brewery spur began at the Tumwater trolley station and followed a path north, on the east bank of the Deschutes River. Power poles used by the trolley line are visible on the right side of Figure A-1, a photograph provided by the Henderson House Museum. The picture was taken facing north from the Boston Street Bridge over the Deschutes River. Figure A-2 is a 2001 photograph looking north from a spot immediately east of that bridge, where Boston Street makes a ninety degree turn. The path used by the brewery spur lies straight ahead. A fence is visible in the distance. Figure A-3 is another 2001 picture and was made from a position beyond the fence. This view, toward the south, was obtained at a point north of the Custer Way Bridge, where the trolley grade descended to the brewery.

Figure A-4 is photograph courtesy of the Washington State Historical Society. It can be dated between 1896 and 1906, when the brick brewery was constructed. The view is west, from the Union Pacific Railroad grade located immediately east of the brewery. Two trolleys are visible. One is between the two buildings in the foreground while the other is just to the left of the brewhouse. Figure A-5 is a 2001 picture made from the same approximate position.

Trolleys were used bring bottled beer to Percival's Wharf for steamship transport. After a landslide on the hill behind the brewery destroyed the company's on-site bottling capacity, the trolley system gained additional duties. A new bottle works was set up immediately south of the Northern Pacific's Water Street Station (see

Figure A-1 Pre-1906 View North from Boston Street Bridge

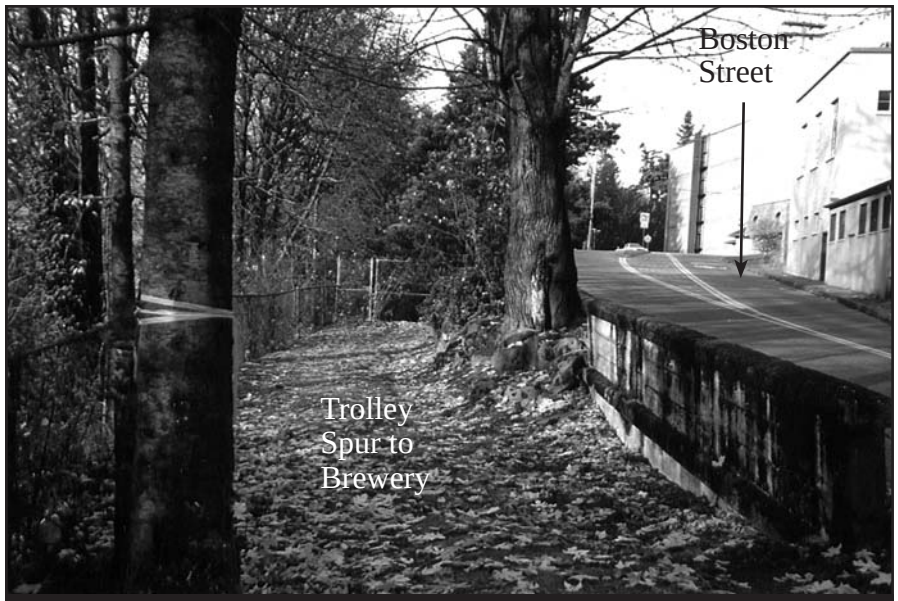


Figure A-2 2001 View North along Boston Street

Figure A-3 2001 View S from Spot North of Custer Way Bridge

Figure 6-4). Casks of bulk beer were transported there, via the street railway. This business disappeared when the Port Townsend Southern Railroad built its brewery spur in 1906.

The Port Townsend Southern spur descended the hill west of today's Tumwater Historical Park and reached the brewery using a bridge over the Deschutes. Figure A-6 is a construction diagram prepared by the railroad. It is courtesy of the Minnesota Historical Society. Even after this spur was removed in 1944, the bridge was used by motor vehicles until destroyed by a 1974 flood. Figure A-7 is courtesy of the Henderson House Museum. In this view to the west, the spur descends from the Port Townsend Southern mainline in the background. It crosses Simmons Road in the foreground.

The final connection to the brick brewery was made by the Union Pacific Railroad. In the early 1890s, before the brewery existed, the Portland & Puget Sound Railroad (a Union Pacific subsidiary) built a right-of-way along the east side of the head of Budd Inlet. Work on that line was abandoned before any rail was laid. Eventually, the Union Pacific activated this track in 1916. At that time, the finances of the brewery were precarious because of the onset of Prohibition. The bridge used by the Port Townsend Southern Railroad was ten years old and needed extensive and

Figure A-4 Pre-1906 View West from UP Right-of-Way

Figure A-5 2001 View West from UP Right-of-Way

expensive repairs. The brewery was not able to cover its share of these costs. When the Union Pacific offered to construct a spur at no cost to the brewery, the offer was accepted.

Unfortunately, the brick brewery remained open for just a few years after 1916. By then, the Northern Pacific owned the old Port Townsend Southern spur to the facility and decided to remove that inactive track in 1920. However, the railroad rebuilt its bridge and reinstalled rails in 1927. That effort seemed feasible when the Tumwater Paper Mills Company opened a business in a small building on the campus of the old brewery. Although the paper company closed after just one year, the newly remodeled Northern Pacific spur remained in place until April of 1944. The Union Pacific spur to the brick brewery building was active in the 1950s, when General Metal Craft conducted business there. Figure A-8, courtesy of the Henderson House Museum, is a view southwest along the Union Pacific spur. It was made when the metal fabrication business was located there.

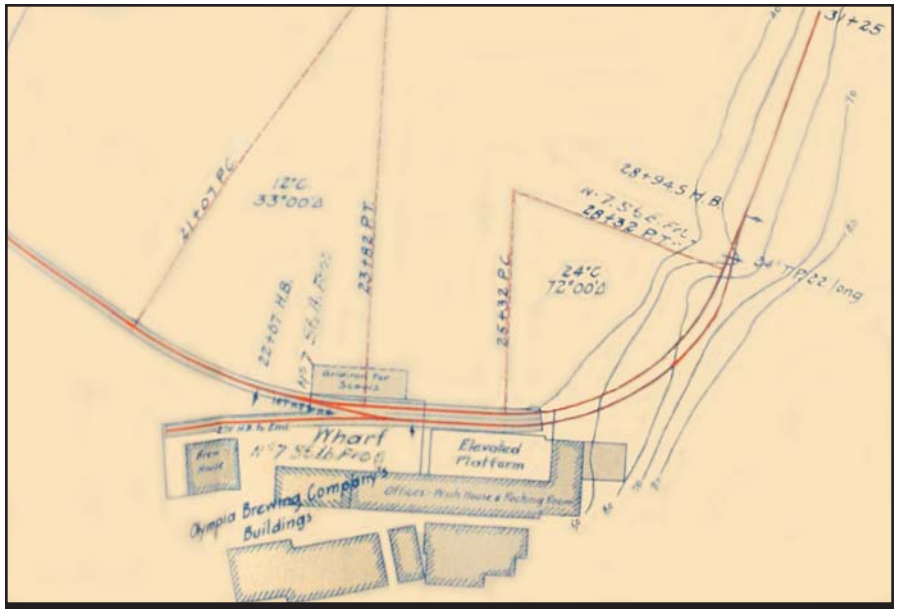


Figure A-6 1906 Port Townsend Southern RR Construction Map

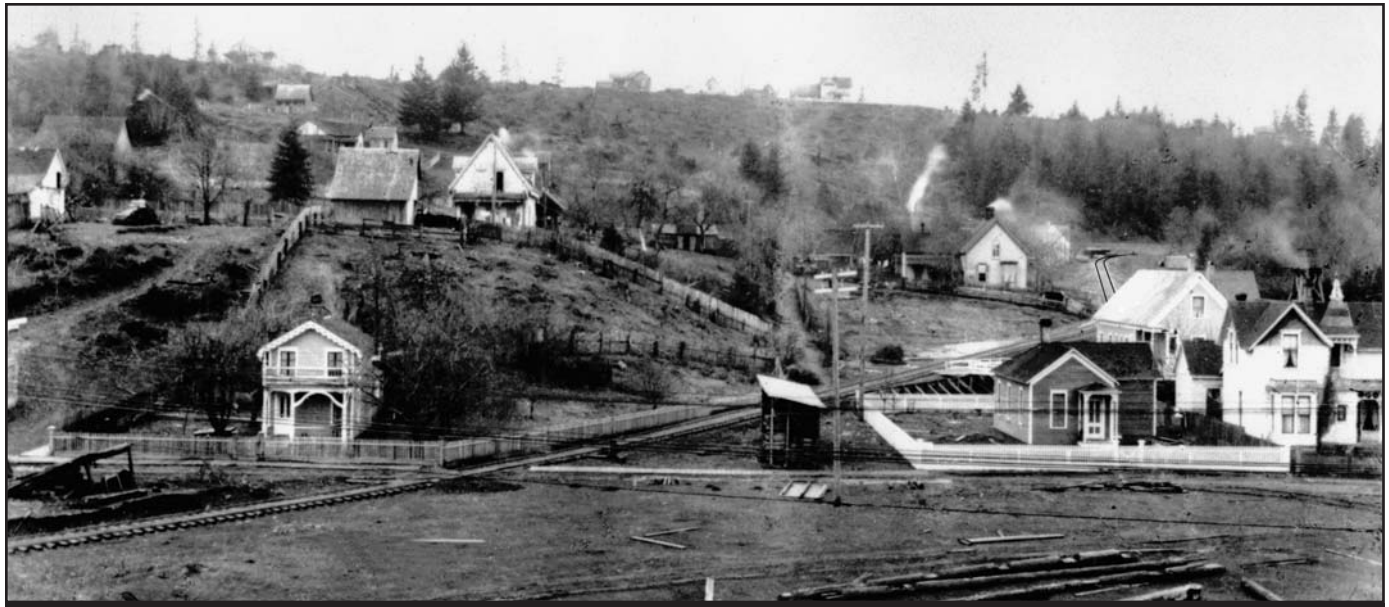


Figure A-7 Post-1906 View West toward Port Townsend Southern Railroad Brewery Spur in Tumwater

Figure A-8 1950s View Southwest along Union Pacific Spur to General Metal Craft

Appendix B

Abstract of Logging Railroads of the West, by Kramer A. Adams

The following material is abstracted from Logging Railroads of the West, by Kramer A. Adams. That book contains a thorough listing of all logging railroads in Washington State. This appendix contains only railroads listed in Adams' book which had all or part of their right-of-way in Thurston County. Predecessor railroads are shown, with indentation and parentheses, below the name by which the railroad was primarily known.

Name	Location	Years	Miles
Badger Lumber Company	Tenino	1917-1919	3
Black Lake and Sherman Valley	Olympia	1880-1896	3
Black Lake Logging Company	Olympia	1908	1
Coal Creek Lumber Company	Chehalis	1905-1929	10
(Harm & Brown Lumber Co.)	Tenino	1908-1912	1
Fir Tree Logging Company	Olympia	1914-1924	5
Gate City Lumber Company	Thurston County	1912	
Graham Brothers	Bucoda	1915-?	
Green River Lumber Company	McIntosh	1923-1928	8
Gruber & Docherty Lumber Co.	Yelm	1919-1938	5
Leo Hammerschmith & Son	Yelm	1926-1932	5
Harstad Lumber Company	Yelm	1922-1935	6
Johnson Creek Lumber Company	Bucoda	1909-1915	7
Kirby Brothers	Tenino	1925	1
Kirby Mill Company	Yelm	1912-?	2
(Merrick-Robb Lumber Co.)			
(North Star Lumber Company)	Yelm	1908-1912	3
(Lindburgh & Shuh Logging Co.)	Yelm	1907-1908	1
Lindstrom-Handforth Lumber Co.	Rainier	1910-1929	10
(Bob White Lumber Company)	Rainier	1906-1910	4
Littlerock Lumber Company	Olympia	1910	2
Markham & Callow	Independence	1928	
Mason County Logging Company	Olympia	1891-1941	85
(Black Hills & Northwestern)	Olympia	1907-1913	20
McCleary Timber Company	McCleary	1903-1931	12
(Mosher & McDonald)	Olympia	1894-1905	12
(Puget Sound & Chehalis RR)	Olympia	1888-1894	12
Jameson Logging Company	Olympia	1905	
McIntosh & Swan	Olympia	1908-1910	3
(McIntosh & Weller)	Olympia	1907-1908	2
McKay & Swan	Tenino	1926-1929	2

Name	Location	Years	Miles
McKenna Lumber Company	McKenna	1914-1932	18
(Salsich Lumber Company)	McKenna	1908-1914	9
Mud Bay Logging Company	Olympia	1906-1941	35
(Thurston County Central RR)		1908-1918	13
Ninemire & Morgan	Rochester	1906-1924	5
Mutual Lumber Company	Tenino	1913-1943	25
(Mentzer Brothers Logging Co.)	Tenino	1902-1913	4
Olympia & Mt. Rainier Railroad	Olympia	1886-1890	3
(Ike Ellis Logging Company)	Olympia	1885-1886	
Olympia Logging Company	Olympia	1890s	
Olympia, Sherman Valley & Grays Harbor Railroad	Olympia		
Packwood Logging Company	Bucoda	1926-1927	2
A. P. Perry Lumber Company	Rainier	1911-1922	6
(Clear Lake Logging Company)	Rainier	1915-1919	5
Red Cedar Shingle Company	Rochester	1908	1
Reliance Lumber Company	Alder	1909-1918	8
(Excelsior Lumber Company)	Alder	1908-1909	1
(Fred C. Duke)	Alder	1904-(1909)	2
Salmon Creek Lumber Company	Olympia	1909-1912	2
Sherman Lumber Company	Olympia	1909	
(Allen & Sherman Lumber Co.)	Olympia	1907-1909	3
(Allen's Mill Railroad)	Olympia	1902	
Sterling Mill Company	Rochester	1909-?	2
(H. A. Hawkins)	Napavine	1907-1909	2
Tenino Lumber Company	Tenino	1905-1919	1
Turvey Brothers Logging Co.	Tenino	1917-1933	16
(Skookum Lumber Company)	Tenino	1916-1929	14
(Blumauer Lumber Company)	Tenino	1906-1916	6
(Skookum Railway and Logging Company)	Tenino	1916-1929	15
Union Lumber Company	Olympia	1902-1927	12
West Fir Logging Company	Olympia	1929-1932	4
A. E. White	Olympia	1911-1912	2
(White Brothers)	McCleary	1908-1911	2
Whitlach Lumber Company	Yelm	1913-?	

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Technical Terms and Abbreviations:

AFE-Authorization For Expenditure
BN-SF-Burlington Northern-Santa Fe Railway
CCC-Civilian Conservation Corps
DNR-Department of Natural Resources
GN-Great Northern Railway
House track- track alongside a freight house
ID-Idaho
Mil-Milwaukee Railroad
NP-Northern Pacific Railroad
O-W R & N-Oregon-Washington Railroad & Navigation Company
O & C V-Olympia & Chehalis Valley Railroad
O & W-Oregon & Washington Railroad (UP subsidiary)
O & T-Olympia & Tenino Railroad
O & W T-Oregon & Washington Territory Railroad
OR-Oregon
P & P S-Portland & Puget Sound Railroad
P S & W H Ry-Puget Sound & Willapa Harbor Railway
P T S-Port Townsend Southern Railroad
S P & S-Spokane, Portland & Seattle Railway
T O & C V-Tacoma, Olympia & Chehalis Valley Railroad
T O & P-Tacoma, Olympia & Pacific Railroad
Team track- track accessible by horse and wagon
Tipple (coal)-structure used to load coal on rail cars
UP-Union Pacific Railroad
WA-Washington
W N-Washington Northern Railroad (UP subsidiary)
Wye-track that reverses the direction of rolling stock

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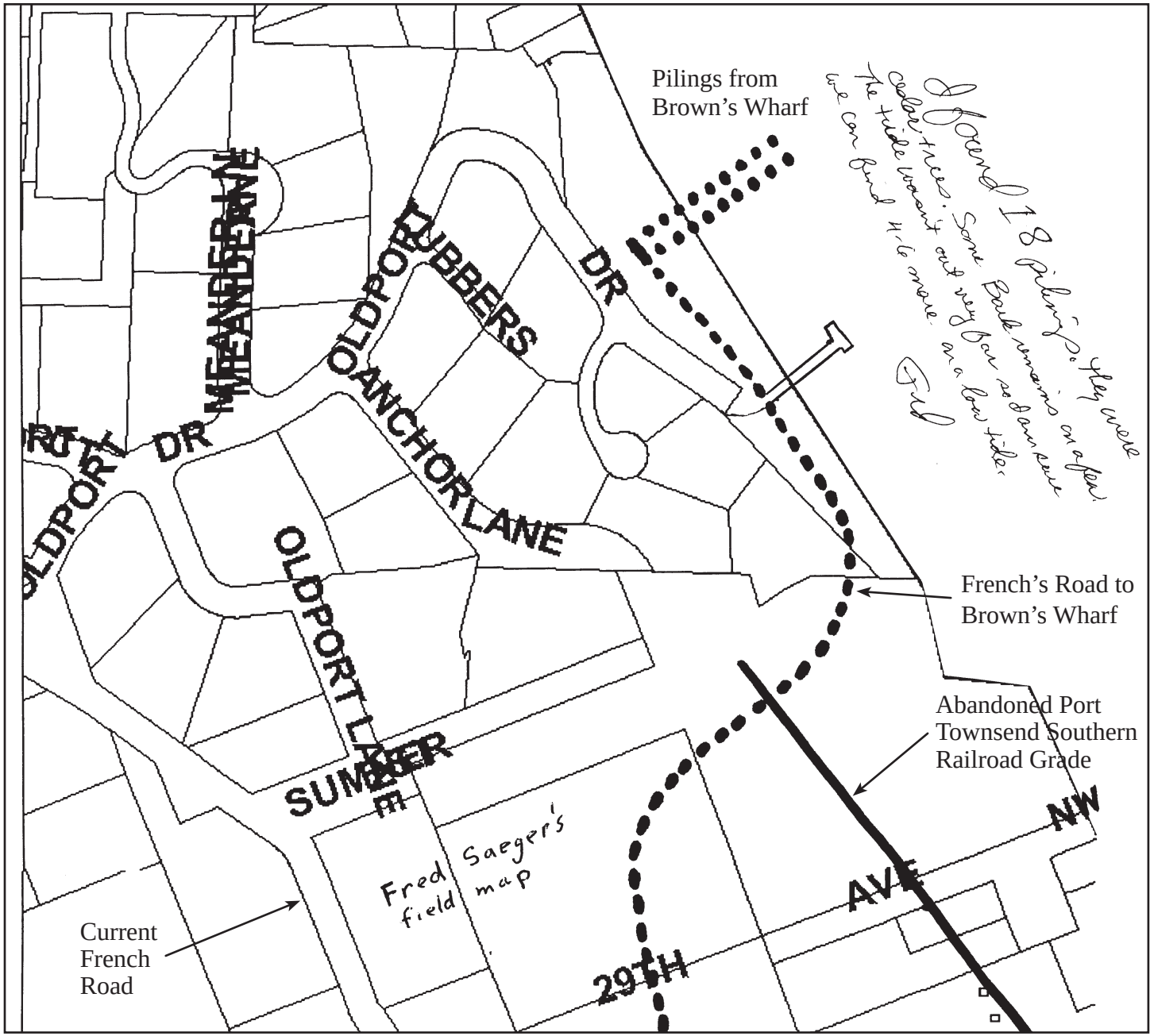

Fred Saeger's Map of Olympia's Old Port